

Department of Defense Logistics Roadmap



Globally Responsive, Operationally Precise, and Cost-Effective Logistics Support for America's Warfighters



Office of the Secretary of Defense

Deputy Under Secretary of Defense for
Logistics and Materiel Readiness

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Appendix G:

Initiatives Supporting Logistics JCA Goals and Objectives

This appendix lists and provides detailed descriptions of ongoing initiatives that improve the Department's logistics capabilities and capacity.

List of Initiatives

Below is the list of initiatives identified by OSD, the Military Services, Combatant Commands, and defense agencies.

Air Force

- Air Force Fuels, Vehicles, and Equipment Support Agency (AFFVESA)
- Air Force Global Logistics Support Center (AFGLSC)
- Air Force Smart Operations for the 21st Century (AFSO 21)
- Aircraft Availability Improvement Program (AAIP)
- Automatic Identification Technology (AIT)
- Global Ammunition Control Point (GACP)
- Logistics Installations Mission Support–Enterprise View (LIMS-EV)
- Repair Enterprise–21st Century (RE21)

Army

- Army Prepositioned Stocks (APS) & Army Fleet Support (AFS)
- Common Logistics Operating Environment (CLOE) Army Integrated Logistics Architecture (AILA)
- Condition-Based Maintenance Plus (CBM+)
- CSS Transformation and Modularity
- Integrated Logistics Aerial Resupply (ILAR)
- Performance Based Logistics (PBL)
- Single Army Logistics Enterprise (SALE)
- Unique Identification and Serialized Item Management

DLA

- Base Realignment and Closure (BRAC)
- Base Realignment and Closure (BRAC) - Commodity Management
- Base Realignment and Closure (BRAC) - Depot Level Reparable Management Consolidation and Consumable Item Transfer
- Base Realignment and Closure (BRAC) - Supply, Storage and Distribution Management Reconfiguration
- Joint Regional Inventory Materiel Management (JRIMM)

Marine Corps

- Logistics Modernization
- Sense and Respond Logistics (S&RL)
- Unique Identification (UID)

- USMC Enterprise Total Life Cycle Management (E-TLCM)

Navy

- Automatic Identification Technology (AIT)
- Department of the Navy (DoN) Life Cycle Item Identification
- Fleet Modernization Planning (FMP) (a.k.a. SHIPMAIN)
- Independent Logistics Assessments (ILA)
- Logistics Common Operating Picture (Navy Log-COP)
- Ordnance 2D Barcodes (2DBC)

OSD: ADUSD (Maintenance Policy and Programs)

- Aligning Maintenance Operations Metrics with Warfighter Outcomes
- Condition-Based Maintenance Plus (CBM+)
- Depot Maintenance Benchmarking
- Item Unique Identification (IUID)–Serialized Item Management (SIM) in Maintenance

OSD: ADUSD (Supply Chain Integration)

- Commodity Management
- DoD Human Capital Strategy (HCS)
- Item Unique Identification (IUID)
- Radio Frequency Identification (RFID)
- Readiness Based Sparing (RBS)

OSD: ADUSD (Transportation Policy)

- Arms Ammunition and Explosives (AA&E) Carrier Screening Initiative
- Civil Reserve Air Fleet (CRAF) Viability
- Commercial Airlift in Contingency Plans
- Container Management
- Overseas Ship Repair Policy Review
- Transportation Payment Business Rules

USJFCOM

- Adaptive Planning and Execution (APEX) for Logistics
- Joint Contingency Contract Support Office
- Joint Experimental Deployment and Support
- Multinational Coalition (MNC) and Interagency (IA) Deployment Planning & Movement Execution Process Improvement
- Single Load Planning Capability (SLPC)

USTRANSCOM

- Automatic Identification Technology (AIT)/Radio Frequency Identification (RFID)
- Defense Transportation Coordination Initiative (DTCI)
- Director of Mobility Forces–Surface
- Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC)
- Joint Deployment Distribution Operations Center (JDDOC)
- Theater Enterprise Deployment and Distribution (TED2)–(Joint Deployment and Distribution Enterprise (JDDE) Common Theater-Level Joint D2 Control Capability Template

Descriptions of Initiatives

The pages that follow provide detailed descriptions of the initiatives identified by OSD, the Military Services, Combatant Commands, and defense agencies.

Air Force Fuels, Vehicles, and Equipment Support Agency (AFFVESA)

Description:

AFFVESA represents the next evolution of centralized materiel management. It focuses on redesigning the AF supply chain planning and execution processes for class II, III, and VII (except for engines and pods) from the point of order through supplier to the point of operation to meet COCOM needs. It will establish a single process for materiel control whether at home or deployed. Capabilities will include centralized buys, fleet mgt, and global execution IAW the enterprise support plan.

Expected Benefit/Impact:

1. Perfect order fulfillment to the warfighter
2. Standardized processes from base to base and MAJCOM to MAJCOM
3. Ensures AF PBD 720 reductions through elimination of non-value-added tasks
4. Synergistic effects for AF energy programs
5. Integration critical step toward obtaining a global logistics support capability for all classes of supply

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

There is no specific budget line associated with this initiative.

Performance:

Measure:

TBD

FY07 Level:

TBD

FY10 Target:

TBD

Goal:

TBD

Measurement System:

TBD

Milestones:

Sep 2007 - Mar 2008: Block 10 Establish Planning & Implementation Team, stand-up AFFVESA (P)

Mar - Sep 2008: Block 20 PIT personnel transition to (P); capture current state and migration of processes and manpower into cells; Begin process improvement efforts; Coordinate funding (POM, O&M, CAM, Investment); ID physical location for HQ; coordinate with AFGLSC for future state, manpower and CONOPs

Oct 2008: Block 30 Operational AFFVESA; ACC, AFDW, ALCs, LSCs, PACAF, USAFE, AMC, VEMSO/AFPET, AFSOC, AFSPC, FOAs & DRUs roll into AFFVESA

Oct 2009: Block 40 AFRC, NGB, AETC and AFMC roll into AFFVESA; process & IT integration and standardization

FY13: Block 50 AFFVESA rolls into AFGLSC (potential to accelerate)

Air Force Global Logistics Support Center (AFGLSC)

Description:

The AFGLSC will be the AF SCM agency, which uses enterprise planning, strategy and global Command and Control (C2), to take advantage of total asset visibility and a common operating picture to support air and space operations across the full range of military operations. It will merge wholesale and retail logistics and integrate and oversee all logistics processes, technology, and resources.

Expected Benefit/Impact:

Improved customer support due to one Supply Chain owner having visibility and authority to provide materiel based on greatest AF mission need. This allows limited resources to be targeted to greatest impact to the AF mission.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|---------|---------|---------|---------|---------|---------|
| \$173.0 | \$347.0 | \$347.0 | \$347.0 | \$347.0 | \$347.0 |

Performance:

Measure:

1. Total Non Mission Capable Supply (TNMCS)
2. MICAP hours
3. Customer Wait Time (CWT)
4. LSC RSP Fill Rates
5. Retrograde Cycle Time

These are a few of the measures the AFGLSC is evaluating. Current SCM measurements will continue to be used as AFGLSC stands up. Once the AFGLSC is operational resources will be available to evaluate current measures and determine future measures that really measure support to our customers. The AFGLSC will strive to have first cut at strategic plan one year from stand-up.

FY07 Level:

- There is no AFGLSC at this time so no targets have been established for the AFGLSC at this time. Expect to have first cut at targets 1 year from stand-up.

FY10 Target:

Not provided.

Goal:

- There is no AFGLSC at this time so no goals have been established for the AFGLSC at this time. Expect to have first cut at a couple performance goals 1 year from stand-up.

Measurement System:

1. The percentage of possessed hours for aircraft that cannot fly any assigned mission due to lack of parts; uses REMIS system.
2. The sum of hours a customer waits for a part that affects an aircraft, piece of equipment, or vehicle. Hours are accrued for a given month for items affecting mission capability that are on backorder; uses Logistics Performance and Analysis System (LogPAS) available on the WSMIS site (<http://www.wsmis.day.disa.mil>).
3. The average number of days elapsed between issuance of a customer order and the satisfaction of that order, including the wait time between the retail supply issue and delivery to the base customer; uses LogPAS.
4. The percentage of actual units on-hand compared to total units authorized; uses LogPAS.
5. Elapsed time for an unserviceable asset to move from Maintenance turn in at base supply to receipt at the depot; uses GCSS-AF (D035 SCS) and D002 (SBSS).

These are a few of the systems that can be used to gather information. AFGLSC provisional is working to identify all actual systems that will be used to collect measurement data for the supply chain.

Milestones:

Mar 2008: (block 20 implementation) AFGLSC will stand up

Mar 2009 - Mar 2013: Block 30-50 implementation

CY 2013: AFGLSC will reach full operational capability at completion of ECSS roll out

Air Force Smart Operations for the 21st Century (AFSO21)

Description:

Air Force Smart Operations for the 21st Century (AFSO21) is the Air Force's dedicated effort to maximize value and minimize waste in all of its environments—operational, support, and others—and to fully integrate continuous process improvement into everything it does. A robust process improvement effort is required because the Air Force is confronted with the expected long war against global terror and its associated evolving mission requirements, continuing and growing unconventional threats, financial drawdowns, workforce reduction pressures, aging fleet pressures, and infrastructure pressures. Faced with the critical need to find and eliminate waste, the Air Force has adopted AFSO21 as its standard concept and approach for immediate and long-term improvement.

Expected Benefit/Impact:

1. High Velocity Management (HVM): Initiative underway at Warner Robins ALC which endeavors to better synchronize field and depot maintenance data systems resulting in faster Programmed Depot Maintenance (PDM) completion. The current state is that only 145-220 maintenance man hours per day are completed on the aircraft because the aircraft's condition is not well known coming in for its inspection. Significant amounts of a mechanic's time are spent gathering the resources to complete the repairs once the needed repairs are determined. By providing an integrated planning, decision-making, and data collection (field and depot) system the PDM process will be more "mechanic-centric". This will put the mechanic actually on the aircraft more often, with the tools and resources to complete their tasks, resulting in maintenance man hours per day closer to the commercial aviation industry norm of 500-800 hours per day.
2. Production Support Business Process Model (PSBPM) (formerly Standard Depot Maintenance Process (SDMP)): Aims to standardize depot maintenance production support (planning, scheduling, material) functions for all depot-level-reparable items to the maximum extent practical. Success will be measured by the reduced number of processes employed and steps required to manage depot maintenance.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

There is no AF-level innovation investment account beyond 2009. Current Year and '09 Budget decisions are in coordination in appropriate PPBS tasks.

Performance:

Measure:

The AFSO21 Process Council Chair will provide the Secretary of the Air Force and AFSO21 Process Council members a Quarterly Report on AF-level process improvement and waste reduction. An "Operations Review" is conducted with emphasis on each key process's and MAJCOM's:

1. Status to target
2. Initiatives
3. Results

FY07 Level:

FY10 Target:

Goal:

The five desired effects of AFSO21 are to:

1. Increased productivity of our most valued asset – people
2. Significantly increase critical asset availability rates
3. Improve response time and agility
4. Sustain safe and reliable operations
5. Improve energy efficiency

Measurement System:

As determined by each MAJCOM and Key Process Teams

Milestones:

As determined by each MAJCOM and Key Process Teams

Aircraft Availability Improvement Program (AAIP)

Description:

The Aircraft Availability Improvement Program (AAIP) addresses the aircraft component of the eLog21 goal to improve equipment availability by 20% by FY11 and reduce cost. SPMs and MAJCOMs were directed to develop AAIP's transformation initiatives to improve availability.

Expected Benefit/Impact:

Each weapon system has an aggregate AA Standard required for the warfighter to meet mission requirements within resources. SPMs and Lead MAJCOMs will use AAIP as a management tool to identify resource and process shortfalls and build action plan over the FYDP to raise AA to meet operational requirements. This is all done in a cost-conscious and cost-reduction focused environment.

Benefits:

- Increased numbers of aircraft to warfighter
- Improved program management sight picture
- Increased visibility of sustainment issues

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

There is no specific budget line associated with this initiative.

Performance:

Measure:

1. Aircraft Availability (AA) as determined from REMIS and/or LIMS-EV. AA performance is compared to AA Standard as published annually by AF/A4MY
2. O&S Cost Reduction from AFTOC/AFCAIG databases. Analysis of cost-reduction initiatives (aggregated by weapon system) and compared to 10% reduction goal

FY07 Level:

- Computed AA Targets provided by AF/A4MY and SPM MAJCOM annual goals for each MDS - data not available yet

FY10 Target:

- Computed AA Targets provided by AF/A4MY and SPM MAJCOM annual goals for each MDS - data not available yet

Goal:

- Reach requirements based AA target and achieve 10% cost reduction by FY11 - data not available yet

Measurement System:

1. Aircraft Availability as determined from REMIS/LIMS-EV database (Measures MC hours over total aircraft inventory (TAI) hours)
2. O&S Cost Reduction from AFTOC/AFCAIG database (Measures cost savings within a fiscal year for a weapon system)

Milestones:

Initiative Milestones:

Dec 2007: Finalized Business Rules

Feb 2008: Cost Pathfinders

May 2008: AAIP Plan Approvals

Process Milestones:

Oct CYXX: Annual AA Standards are published each year for the new FY

Feb CYXX: AAIP's are approved annually for the current FY

Automatic Identification Technology (AIT)-AF

Description:

The Automatic Identification Technology (AIT) initiative comprises a suite of technologies, including Serial Number Tracking (SNT), Item Unique Identification (IUID), and Radio Frequency Identification (RFID), that will improve the USAF Supply Chain In-Transit Visibility (ITV) and give USAF Total Asset Visibility (TAV).

Expected Benefit/Impact:

The expected benefit of the AIT initiative is to have parts meeting a defined criteria marked to facilitate total asset visibility, asset management, and financial accountability. This will allow more automated data capture of assets while increasing the accuracy of the data.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|--------|--------|--------|--------|-------|-------|
| \$20.3 | \$16.2 | \$16.0 | \$16.4 | \$2.0 | \$2.0 |

Performance:

Measure:

- All required items marked by 2010
- All program IUID implementation complete by FY08
- Supply chain visibility - ECSS

FY07 Level:

- Setting up of equipment, software and architecture to ensure a clean feed from the Air Force Serial Database (AFSDB) to the OSD Registry
- Worldwide aRFID infrastructure in-place
- POMX being field tested in operational AF installations worldwide

FY10 Target:

- All items marked by mandated date of 31 Dec 2010
- As we are marking legacy parts opportunistically, if a part does not come in for repair prior to 31 December 2010 it will not be marked
- In addition to the overall target date of 31 December 2010, OSD has set mid term goals
- First midterm goal was 30 September 2007 and required all MEV equipment to be entered into the registry, AF complied with this
- Second midterm goal is munitions, space, and PODs to be entered into the registry by 30 September 2008 and data systems will be entered into the OSD Registry by 30 September 2009

Goal:

Plan is to have the following legacy items marked in:

- FY08 = 5%
- FY09 = 8%
- FY10 = 19%
- FY11 = 38%
- FY12 = 56%
- FY13 = 61%
- FY14 = 66%
- FY15 = 70%
- FY20 = 90%
- FY21 = 90%
- FY22 and beyond will stay around 90% marked

Measurement System:

- All AF assets that meet OSD requirements to have a UII are marked and are registered in the OSD IUID registry; to meet OSD mandates to support Total Asset Lifecycle visibility; uses AF and DOD IUID Registries
- All AF programs will have an IUID Implementation plan; each plan will ensure appropriate assets are marked; system TBD

Milestones:

By Dec 2008: AF Wide RFID Infrastructure

By Dec 2010: Parts marked

By FY12: POMX installed AF-Wide

Global Ammunition Control Point (GACP)

Description:

GACP identifies and executes roles and responsibilities for conventional munitions forecasting, allocation, distribution, and life-cycle sustainment to support a centralized munitions management agency and a consolidated AF level capability. GACP aims to increase efficiency and effectiveness of conventional munitions processes that involve HAF, six lead commands, and four NAFs.

Expected Benefit/Impact:

GACP as a Supply Chain Operation expects to plan and achieve operational, resource, and transportation efficiencies through a streamlined, systematic, iterative, and inclusive planning to identify, prioritize, and aggregate requirements

- Source: Achieve greater product utilization by sourcing munitions stock, production, emerging, defective, repair, and excess assets from the economical, sustainable, and reliable sources
- Make: Achieve increased efficiency in the configuration and packaging of stock, production, and emerging munitions in depots, transpiration, aboard APF, and at units
- Deliver: Achieve greater efficiency and reduce costs of munitions delivery and transport through centralized consolidation of shipments of stock, production, and emerging assets without regard to command ownership
- Return: Achieve more efficient storage space and product utilization and by returning defective, repair, and excess munitions assets in the most economically and logistically feasible mode

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

There is no specific budget line associated with this initiative.

Performance:

Measure:

TBD

FY07 Level:

TBD

FY10 Target:

TBD

Goal:

TBD

Measurement System:

TBD

Milestones:

Block 20

FY08:

- AV-1 Artifact; Stand-up CONUS cell
- Stand-up Air-to-Air cell
- OCR
- Begin CONUS by-base distribution
- Scope Process
- OV-3/5 Artifacts
- Plan

Block 30

FY09:

- Stand-up CENTCOM cell
- Stand-up PACOM cell
- Implement Plan
- Stand-up SCPE activity
- Stand-up GACP SCS&I activity

FY10:- Stand-up EUCOM cell

Block 40

FY11:

- GACP FOC
- GACP become part of AFGLSC

Logistics Installations Mission Support - Enterprise View (LIMS-EV)

Description:

Logistics Installations Mission Support–Enterprise View (LIMS-EV) will provide a single capability to exploit secure and standardized information across all A4/7 resources to support operational, tactical, and strategic decision making.

Expected Benefit/Impact:

- Establishes and provides a single source for all A4/7 & MAJCOM analytical information requirements:
 - For cross-functional analysis and query abilities across A4/7 & MAJCOM Enterprise
 - For predictive analytics for A4/7 and MAJCOM operations in the future
- Supports the overall eLOG21 initiatives and LogEA objectives as it relates to ECSS
- Supports availability of information in the AF COP (Common Operating Picture) irrespective of phase of ECSS ERP Roll out (thus minimizing to eliminating “stove piping” of data)

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*There is no specific budget line associated with this initiative.

Performance:

Measure:

- Warfighter
- Logistics Processes

FY07 Level:

- Not yet defined (TBD)

FY10 Target:

- Not yet defined (TBD)

Goal:

- Not yet defined (TBD)

Measurement System:

- Optimize Equipment Readiness (Aircraft Availability); Minimize Logistics Impacts to Flying Schedules (Flying Schedule Effectiveness)
- Improve Maintenance Activities Through Modernization (1. Aircraft Production, 2. Due Date Performance, 3. Flow Days)
- Improve Response Time to Supply Chain Requirements (1. Customer Wait Time, 2. MICAP hours, 3. MICAP incidents)

All data pulled from GCSS AF Data Services

Milestones:

Nov 2007: LIMS-EV ACFT View (Baseline MERLIN Functionality)

Mar 2008: LIMS-EV Spiral III - MAJCOM Monthly Reports/Redesign

Apr 2008: Balanced Scorecard Spiral I - Warfighter & Logistics Process complete

Jul 2008: Balanced Scorecard Spiral II - Resource Planning & Execution complete

Dec 2008: AFGLSC SMART / SAV / Dashboard Migration

Repair Enterprise - 21st Century (RE21)

Description:

The RE21 vision is to establish an enterprise-wide repair capability managed by a single supply chain that provides optimum support to the warfighter. It is a lean logistics initiative and an integral part of the GLSC concept of providing global logistics support to the Air Force. RE21 was initiated to respond to PBD 720 personnel cuts.

Expected Benefit/Impact:

1. Relieves some manpower shortages created by PBD 720
2. 51 base-level engine repair facilities reduced to 11 intermediate repair facilities
3. Infrastructure and equipment (facilities, engine test cells, avionics facilities, etc.) reduced
4. Avionics test equipment requirements significantly reduced
5. Overall manpower reductions realized with fewer operating locations

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

There is no specific budget line associated with this initiative.

Performance:

Measure:

1. MICAP hours for CIRF commodities
2. Average number of serviceable engines by type
3. Mobility footprint - short tons and personnel
4. Manpower required for CIRF commodities

FY07 Level:

N/A - FY07 was spent planning for implementation in FY08

FY10 Target:

1. MICAP hours do not increase for CIRF commodities
2. No reduction in average number of serviceable engines by type
3. Reduction in mobility footprint
4. Reduction in manpower required for CIRF commodities. The Performance Target for RE21 commodities is to provide no degradation of performance (the same or better) on all SMART tracked metrics (a means to help cope with PBD manpower cuts).

Goal:

Still under development

Measurement System:

1. MICAP hours for CIRF commodities; found in SBSS
2. Number of serviceable engines by type; found in CEMS
3. Short tons and maintenance personnel requirements for force deployment; found in LOGMOD
4. UMD positions in CIRFs vs. UMD positions in mx units pre-CIRF operations; found in THRMIS RE21 did not impose new performance metrics. Existing maintenance performance metrics (as captured in SMART) used prior to RE21 initiatives will remain in use to provide comparable "before" and "after" performance data for respective commodities.

Milestones:

RE21 is the overarching approach covering numerous initiatives to centralize intermediate level maintenance.

Spiral 1 addressed selected engines, pods, and avionics.

Spiral 2 is currently pending HAF/A4MM (from SECAF) direction on the way ahead.

Estimated Timelines:

Spiral 1

FY08: Implementation begins: B-1, C-5, C-130, E-3 & F-16 avionics, LANTIRN & Pave Penny Pods and F100, F101, F110 & TF33 engines

Spiral 2 & beyond under development in concert with RAND study

By FY12: Complete all consolidation/centralization

Army Prepositioned Stocks (APS) & Army Fleet Support (AFS)

Description:

These initiatives give the Army the ability to maintain stockpiles of ready and relevant unit sets of combat and support equipment, operational projects (supplies and equipment for special requirements, e.g., Special Operations Forces support and base camps) and initial sustainment stocks strategically positioned worldwide in accordance with APS Strategy 2015 in order for Combatant Commanders to successfully conduct ground combat operations across the full range of operations.

Expected Benefit/Impact:

Units sets on hand and maintained in a high state of readiness to reduce the amount of strategic lift needed to move equipment and to decrease the amount of time to employ personnel from CONUS.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|---------|---------|---------|---------|---------|
| \$5.0 | \$102.2 | \$148.6 | \$145.4 | \$142.9 | \$144.8 |

*Army Working capital Funds

Performance:

Measure:

- At least 90% of on-hand equipment in at least Fully Mission Capable condition, with goal of all equipment in TM-10/20 condition in accordance with established Army Maintenance standards
- Detailed unit set DRSS-A readiness reports (to include overall C- ratings) are classified
- Unit Status (Overall) Rating (C - Rating)
- Equipment on Hand (S - rating)
- Readiness Rating (R - Rating)

FY07 Level:

- APS-1 (Backup stocks in Continental United States) - Some of Operational Projects issued for OEF/OIF being reset.
- APS-2 (Europe) - Issued to support OIF.
- APS-3 (Afloat) – Combat brigades issued for equipment to build additional Brigade Combat Teams (BCTs) for the Grow the Army initiative. A portion of one Sustainment Brigade (SUS BDE) placed aboard ship to provide port opening capability; two ammunition support ships available.
- APS-4 (Northeast Asia) - On-hand stocks being reset and shortages being filled.
- APS-5 (Southwest Asia) - Issued for OIF

FY10 Target:

- APS-1 - Full Operations Projects
- APS-1 (CONUS) – Fully-outfitted Operational Projects.
- APS-3 (Afloat) – 1 Infantry BCT (IBCT) with motorized augmentation (gun trucks) and port-opening portion of one SUS BDE aboard ship. Two ammunition support ships available.
- APS-4 (NEA) - 1 Heavy BCT (HBCT) and one SUS BDE (to include watercraft)
- APS-5 (SWA) – 1 IBCT with motorized augmentation (under theater control to support prepare to deploy on orders (PTDO) reinforcement requirements) and 1 HBCT with motorized augmentation

Goal:

- APS-1 (CONUS) – Fully-outfitted Operational Projects.
- APS-2 (Europe) – 1 HBCT in Italy.
- APS-3 (Afloat) - 2 IBCTs and 2 SUS BDEs uploaded on LMSRs with supporting initial sustainment and ammo Ships
- APS-4 (NEA) – 1 HBCT and 1 SUS BDE (with Watercraft) in Korea/Japan, with initial sustainment.
- APS-5 (SWA) – 1 HBCT with motorized augmentation (gun trucks), 2 SUS BDEs (one with watercraft), 1 Infantry Battalion taskforce with motorized augmentation, with initial sustainment.

Measurement System:

- DRSS-A (USR)

Milestones:

NLT 2015: All unit sets and Operational projects reconstituted and sustainment stocks on hand. (Actual reset timeline for unit sets is classified).

Common Logistics Operating Environment (CLOE) Army Integrated Logistics Architecture (AILA)

Description:

The CLOE is the Headquarters, Department of the Army, G-4 initiative to synchronize logistics concepts, organizations, and the latest generation of technologies into a single operational and technical architecture for Current and Future Force structures. The goal is to give warfighters and logisticians at all levels total situational awareness within a common operating picture for all aspects of logistics, from factory to foxhole. Using tests, simulations, user assessments, and proofs of enablers demonstrations, CLOE has provided the data needed to design a robust logistics operating environment; demonstrate the capabilities required to implement the operating environment across the logistics domain; and identify the resources, schedule drivers, and integration needed for Army-wide implementation. CLOE enablers are a combination of new and existing technologies that are synchronized to provide health monitoring capabilities and real time reporting from the platform to logistics and command and control (C2) systems. Ultimately this provides the realistic data needed to design a robust logistics operating environment from the platform through tactical, strategic and operational echelons. AILA supports the CLOE by providing an Army/Joint methodology that defines the Focused Logistics Vision and synchronizes individual embedded diagnostic and prognostics efforts into a common architecture. It is the Army's designated and overarching logistics architecture of record and provides the means to move and translate data from multiple sources into meaningful information. AILA spans the tactical through strategic echelons and supports a Joint integrated environment; it also informs, guides, and supports decisions for the Single Army Logistics Enterprise (SALE) and assists the Army logistics community in achieving integration and interoperability in the Logistics and Warfighter domains. AILA, which is compliant with the Department of Defense Architecture Framework (DODAF), focuses on current and future concepts, their associated concepts of operations and concepts of employment, Service concepts, Army doctrine, and transformation of the Total Force as articulated in the Army Campaign Plan.

Expected Benefit/Impact:

The CLOE will be employed at the strategic-to-operational-to-tactical level, down to the individual legacy and emerging selected Army ground and aviation tactical equipment. It will be employed in both wartime and peacetime situations to support platform operations, maintenance, and logistics information requirements. The CLOE will enable improvements in vehicle readiness, availability, and mission performance by providing commanders, operators, and maintainers enhanced capabilities to monitor and assess mission critical data onboard the platform. The AILA effort synchronizes programs and enables them to work within a common framework to clearly define logistics processes and shared awareness and understanding across the Logistics Domain for both logistics managers and operational commanders. It provides the Army with the capability to link the platform, the lowest level of the Army's logistics network, with the enterprise necessary to provide net-centric logistics, and more importantly the larger migration to DoD's Net-Enabled Command Capability (NECC), the next generation command and control (C2) system, and Net-Enabled Battle Command, the Army's component of NECC.

Primary Logistics Tier 2 Joint Capability Area: Cross-Cutting

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- CLOE fully implemented and employed
- AILA versions completed and approved
- Use of the AILA as the standard for modeling and fielding decisions

FY07 Level:

- Successful use of CLOE enablers and CBM+ concepts demonstrated in the Aviation PoE demonstration
- 1-101st Apache Battalion deployed with CLOE capabilities
- Ground Operational Concept Descriptions including Engineering Design Description and System of System, Systems View -11 (Physical Data Schema) complete
- Heavy Brigade Combat Team (HBCT) implementing CLOE capabilities through their Vehicle Health Management System
- Cost Benefit Analysis for Vehicle Health management on Ground Platforms complete and Army approved
- Recognition and senior leadership visibility in the Army Campaign Plan Logistics Transformation Annex
- Synchronization of CLOE efforts with Army logistics IT modernization and transition to the SALE
- AILA Version 1.3 completed and Headquarters, U.S. Army Training and Doctrine Command (TRADOC) validated. Version 2.0 completed
- AILA designated as the Logistics Architecture for the Current Modular Force
- CBM+ Ontology delivered to LOGSA
- CBM+ Roadmap signed by the Army DCS, G-4
- Logistics Domain IT Strategic Plan signed by the DCS, G-4

- Initial development of Army/USMC interoperable architecture completed

FY10 Target:

- Establish governance and policy for CLOE implementation. Integrate CBM+ strategy into the CLOE effort, with appropriate platform enablers undergoing initial fielding on a limited basis
- Successful demonstration of Army/USMC logistics interoperability completed
- Platform to Logistics Information Warehouse strategy defined and initial actions begun
- Completion of AILA versions 2.0, 2.1, 2.2, 2.3, and validation of versions 2.0, 2.1, 2.2, 2.3, and 2.4 completed
- Architecture products to support initial CBM+ fielding identified
- Fulfillment of SALE transition architecture requirements impacting on CLOE and AILA efforts identified and incorporated into development strategies

Goal:

- CLOE implemented and employed, thus synchronizing logistics concepts, organizations, and the latest generation of technologies into a single operational and technical architecture for Current and Future Force structures
- Provide warfighters and logisticians at all levels total situational awareness and understanding within a common operating picture for all aspects of logistics, from factory to foxhole
- Fully developed, coordinated, and validated AILA versions

Measurement System:

- Global Combat Support System
- Battle Command Support System
- Battle Command Sustainment Support System

Milestones:

Major Tasks:

1. Integrate logistics C2 information systems that are compliant with DoD and Army net-centric directives.
2. Develop the AILA and associated standards.
3. Conduct technical feasibility demonstrations of CLOE-enabled capabilities, in coordination with the acquisition and combat developer communities.
4. Identify Condition Based Maintenance Plus (CBM+) enablers and business rules.
5. Support implementation through appropriate Joint Capabilities Integration and Development System (JCIDS) requirements documentation as developed through Army execution of the JCIDS process.
6. Determine transition strategy for CLOE.

Milestones:

Aug 2007: Aviation Proof of Enablers (PoE) completed

Sep 2007: CLOE, AILA, and CBM+ included in the Logistics Domain Strategic Information Technology Plan and Implementation Plan

Dec 2007: CBM+ roadmap completed and approved

Dec 2007: AILA designated the logistics portion of the Current Modular Force Architecture

Jan 2008: STRYKER Cost Benefit Analysis pending

Jan 2008: CBM+ implementation plan in development

Sep 2008: CBM+ PoE demonstration

FY07 - FY08: "Slice" of Army/USMC Interoperable Architecture for Brigade-and-Below developed and demonstrated

Ongoing: Support PMs' implementation of CLOE enablers as part of Vehicle Health Management Systems for ground platforms

Ongoing: TRADOC validation of architecture

Condition-Based Maintenance Plus (CBM+)-AR

Description:

Condition-Based Maintenance (CBM) is a DoD-mandated equipment maintenance capability enabled by the use of system health indications to predict functional failure and take appropriate action. CBM+ consists of a set of rigorously defined maintenance tasks derived from Reliability-Centered Maintenance (RCM) analysis. The goal is to improve the availability of weapons systems throughout their life cycle and reduce cost/maintenance burden, leading to a reduced logistics footprint.

Expected Benefit/Impact:

The goal of CBM+ is to improve the availability of weapons systems throughout their life cycle and reduce costs. CBM+ enables a substantial reduction in equipment downtime while also providing a dynamic new visibility of equipment health status to operating units. CBM+ will improve maintenance productivity, reduce the deployed footprint required to provide maintenance services to combat units, and provide visibility of equipment status needed to implement anticipatory logistics concepts.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Functional CBM+ capability to collect and transmit data from the platform level - Systems and systems architecture in place to receive CBM+ data and transmit/move that data to a CBM+ warehouse off platform to including the ability to act on data - Enter

FY07 Level:

- Aviation PoE completed. - CBM+ ontology phase I completed - CBM+ roadmap completed - CBM+ implementation plan completed - CBM+ operational concept description completed - CBM+ governance charter published - CBM+ reference architecture - CBM+ PoE demons

FY10 Target:

- CBM+ business processes identified - CBM+ data analysis tools identified and being developed - Data management requirements documented - Enablers being applied - Ontology and taxonomy developed

Goal:

- Functional CBM+ capability to collect and transmit at the platform level - Systems and systems architecture in place to receive CBM+ data and transmit/move that data to a CBM+ warehouse off platform to including the ability to act on data - Enterprise C

Measurement System:

- Global Combat Support System - Battle Command Support System - Battle Command Sustainment Support System

Milestones:

Major Tasks: 1. Establish enablers for implementation 2. Conduct CBM+ demonstrations and experiments 3. Develop CBM+ architecture 4. Develop CBM+ policy 5. Establish CBM+ governance 6. Develop CBM+ ontology and taxonomy
Milestones: Aug 2007: Aviation PoE

CSS Transformation and Modularity

Description:

The Army has resourced modular BCTs to be self-sustaining for expeditionary operations. Above the BCT level, sustainment brigades and their subordinate modular units provide the capabilities to support units within their area of operations for extended campaigns. Providing the right balance between brigade Combat Service Support (CSS) and echelon-above-brigade CSS will ensure an expeditionary Army with campaign qualities that operates as a critical part of the Joint Force.

Expected Benefit/Impact:

Conversion to Single Logistics Command and Control organizations that are multifunctional: Theater Sustainment Commands, Expeditionary Sustainment Commands and Sustainment Brigades. The multifunctional structure of these organizations removes fragmented logistics commands. The units are designed to have improved Logistics Command and Control by providing area support to operational-level units in the AO/JOA and overall sustainment support to Army forces. The modular force structure provides the Army more flexibility to tailor the CSS structure and to effectively and efficiently meet the Combatant Commander's logistics needs. These logistics organizations, with appropriate strategic and joint partners' augmentation, are designed to provide the Combatant Commander enhanced joint theater logistics capabilities.

Conversion to Two Level Maintenance and redesigned Support Maintenance Companies: involves force structure changes and migration of mechanics throughout EAB CS and CSS units- results in Sustainment Maintenance Level and Field Maintenance Level. Eliminates long-standing four echelons of maintenance

Conversion of Quartermaster Supply Companies: modernizes Quartermaster Support Company into a unit capability that provides three multi-class Supply Support Activities and a Class I distribution to EAB units.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Unit conversions

FY07 Level:

Not provided.

FY10 Target:

90% conversion to single multifunctional logistics command and control organizations by FY08.

Goal:

Conversion to Single Logistics Command and Control organizations that are multifunctional: Conversions 90% complete after FY 08.

Conversions to Two Level Maintenance and Quartermaster Supply Companies: TBD through Total Army Analysis Process 10-15.

Measurement System:

Total Army Analysis Process 10-15.

Milestones:

Not provided.

Integrated Logistics Aerial Resupply (ILAR)

Description:

The ILAR initiative includes airland, airdrop and slingload operations and is a holistic approach to aerial resupply involving a suite of interrelated capabilities and enablers. It is a key component of theater distribution that provides the required supplies at the right place, at the right time, in the right amount, and in the right configuration. The ILAR suite of capabilities includes: aerial resupply using fixed, rotary, and unmanned aircraft; a growing array of innovative delivery systems, such as the Joint Precision Airdrop System (JPADS), Enhanced Container Delivery System (ECDS), Low-Cost Low-Altitude Aerial Resupply System (LCLA), and the Freedrop Packaging Concept Project (FPCP); innovative distribution concepts like Configured Loads; advanced packaging and containerization technologies compatible with the DoD supply chain; and technology integration such as Automatic Identification, which facilitate and enhance logistics responsiveness and support to the Combatant Commander. JPADS and ECDS are both programs of record included in ILAR:

JPADS represents the U.S. Army's next generation of cargo aerial delivery. The system provides autonomous guidance of loads dropped from 25K feet mean sea level (MSL) at increments of 2000, 10,000, and eventually 30,000 pounds. JPADS will allow precise delivery of critical supplies to the Warfighter on the ground while allowing aircraft delivering payloads to fly at significantly safer altitudes. Both the 2K and 10K are included in the Army FY09 budget submission.

ECDS is an air cargo container compatible with JPADS and legacy air drop systems. ECDS will provide the capability to air deliver multiple supply containers (weighing from 501 pounds up to 2,200 pounds) accurately from aircraft flying at low, medium, and high altitudes. Delivery altitudes are determined by the threat that delivery aircraft must counter. The ECDS is capable of 10,000 pounds per system and is not restricted to airdrop from 1,100 feet above ground level, as are current Container Delivery Systems (CDS). ECDS will use a 463L compatible pallet that is forkliftable and slingloadable.

Expected Benefit/Impact:

The ILAR initiative substantially contributes to the agility, flexibility, effectiveness, efficiency, responsiveness and interoperability of Army and Joint distribution and sustainment operations. ILAR supports the development of Joint Capabilities Integration and Development System (JCIDS) documentation that defines the full aerial resupply requirement. It also supports achieving required capabilities articulated in the Joint and Army Concepts Strategies, Capability Needs Analyses conducted by Headquarters, Training and Doctrine Command (TRADOC), and emerging requirements identified in Global Employment of the Force and Interim Guidance for Development of the Force documentation. It specifically and precisely supports requirements articulated in the Low-Cost Aerial Delivery Capability Production Document (CPD).

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Funding varies by program

Performance:

Measure:

- It is specific to the ILAR-related project involved. For example, the FPCP performance metrics are addressed in the FPCP Demonstration Plan.

FY07 Level:

- It is specific to the ILAR-related project involved and cannot be generalized across all ILAR components.

FY10 Target:

- To measurably advance the ILAR concept across the full suite of ILAR capabilities, as discussed in the "Description" section.

Goal:

Airland, Airdrop and Slingload operations conducted in balance and in synchronization with surface distribution operations to ensure that the Joint Force Commander has the aerial resupply capabilities and enablers needed to meet operational requirements in the conduct of full spectrum operations.

Measurement System:

- Global Combat Support System
- Battle Command Support System
- Battle Command Sustainment Support System
- Joint Cargo Aircraft, Distribution Planning and Management System
- Combat Service Support Equipment

Milestones:

~FY06: Capability exploration. Explore the capabilities of multiple aerial delivery systems; fixed, rotary-wing and unmanned aircraft; slingload operations; emerging enabler technologies; and modular packaging and containers to enhance the aerial resupply process

~FY07: Capabilities documentation. Develop or contribute to JCIDS documentation to define and describe aerial resupply program requirements and incorporate the results of the capabilities exploration process

~FY08: Capability institutionalization. Develop tactics, techniques, and procedures (TTP) documentation to describe holistic ILAR procedures

Performance Based Logistics (PBL)

Description:

PBL is the preferred product support strategy for weapon system product support that employs the purchase of support as an integrated performance package designed to optimize system readiness.

Expected Benefit/Impact:

Optimize total system availability while minimizing cost and logistics footprint. Automated reporting reduces resource impact while improving oversight and reporting to OSD.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Percentage of ACAT I and II PORs considering or implementing PBL and reporting same using automated reporting tool

FY07 Level:

- 50%

FY10 Target:

- 75%

Goal:

- 75%

Measurement System:

- Acquisition Business Enterprise (ABE) Hub-PBL Reporting Application

Milestones:

~ 2002-Present: Establish and promulgate policy on PBL Metrics, PBAs, PSI, Contracting, BCAs and Reporting. Begin implementation on PORs

~ 1Q FY08: Automated reporting tool online - PORs begin automated reporting

~ 2-4Q FY08: Enhance reporting tool and begin collecting financial data

~1Q FY09: Implementation complete and all PORs that are considering or actually implementing PBL report routinely to senior leadership at U.S. Army and OSD

~1Q FY10: 75% of ACAT I/II Programs considering or implementing PBL

Single Army Logistics Enterprise (SALE)

Description:

The SALE initiative comprises three components that integrate strategic, operational, and tactical logistics functions into a fully integrated, end-to-end Army logistics enterprise solution:

- The Logistics Modernization Program (LMP) is the Army's national logistics system that will replace two legacy wholesale systems: the Standard Depot System (SDS) and the Commodity Command Standard System (CCSS).
- The Global Combat Support System-Army Field/Tactical (GCSS-Army (F/T)) is the tactical logistics picture that will fold tactical logistics systems into one integrated environment at the combat service support levels and will interface them with the rest of the Army enterprise environment. GCSS-Army (F/T) is replacing a variety of legacy tactical-level logistics information systems, including the Standard Army Retail Supply System (SARSS), the Standard Army Maintenance System (SAMS), the Unit Level Logistics System (ULLS), and the Integrated Logistics Analysis Program (ILAP).
- Product Lifecycle Management Plus (PLM+) is the technical link between LMP and GCSS-Army. PLM+ serves as the single data repository and provides seamless linkage from the national to the tactical levels.

Expected Benefit/Impact:

Procures and fields computers for life cycle and transformation replacements for CSS that are essential for day-to-day operations of the Army. Also procures hardware/licenses for emerging CSS systems including GCSS-A, PLM+, and Electronic Military Personnel Office (e-MILPO).

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

Not provided.

FY07 Level:

Not provided.

FY10 Target:

Not provided.

Goal:

Not provided.

Measurement System:

Not provided.

Milestones:

Not provided.

Unique Identification and Serialized Item Management

Description:

IUID is a mandatory DoD program which places machine readable identification mark on the Department's tangible qualifying assets, and establishes the data management protocols needed to automatically recover stored information about the item from both static and dynamic data bases. UID policy complements existing DoD policy on serialized item management (SIM). SIM associates an item's assigned identification number with dynamically updated attributes of the item to produce a life history record of the item. Enabled by UID, decision makers will be able to access this life history or "pedigree" information to achieve a level of situational awareness about item location, usage, performance, reliability, and ownership cost not previously possible. Every qualifying item is marked with a permanent Unique Item Identifier (UII). UIIs are stored in comprehensive IUID Registry maintained by the Defense Logistics Information Service (DLIS).

Expected Benefit/Impact:

IUID will enable easy access to information about DoD possessions that will make acquisition, repair, and deployment of items faster and more efficient. Included benefits are Item visibility regardless of platform or "owner"; lower item management costs; item data necessary for top-level logistics and engineering analysis, accurate sources for property and equipment valuation and accountability, improved access to historical data for use during systems design and throughout the life of an item; better item intelligence for warfighters for operational planning; reduced workforce burden through increased productivity and efficiency; and improved inventory accuracy.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$2.0 | \$2.1 | \$2.2 | \$2.4 | \$2.5 | \$2.7 |

Performance:

Measure:

1. Percentage of Army contracts or agreements where the standard IUID contract language (mandatory and proposed) is included in Army contracts or agreements with organic providers.
2. Percentage of items requiring a virtual UII have been recorded with a virtual UII.
3. Percentage of required items that are entered into the IUID Registry
4. Completion percentage of IUID Implementation Plans for all ACAT programs.
5. Percentage completion of UII marking of all Army required items.

FY07 Level:

1. 80.0%
2. 10.0%
3. 2.0%
4. 99.7%
5. 1.0%

FY10 Target:

1. 100%
2. 100%
3. 75%
4. 100%
5. 75%

Goal:

1. 100%
2. 100%
3. 100%
4. 100%
5. 100%

Measurement System:

- OSD IUID Quarterly Scorecard

Milestones:

- ~2Q FY08: Establish priority for application of IUID
- ~2Q FY08: Develop Strategies for application of IUID
- ~4Q FY08: Achieve full IUID capability for new solicitations
- ~4Q FY08: Achieve full IUID capability for on-going contracts
- ~1Q FY09 :Assign virtual UIIs to items in inventory
- ~1Q FY09: Assign virtual UIIs to items in operational use
- ~4Q FY09: Achieve full IUID capability for GFP in the possession of contractors
- ~4Q FY09: Achieve full IUID capability in depot maintenance for items without virtual UIIs

Base Realignment and Closure (BRAC)

Description:

The 2005 Base Realignment and Closure (BRAC) logistics-related decisions form a foundational element of business process reengineering for the Department. The DLA BRAC initiative consists of the following major subordinate initiatives:

- Commodity Management
- Depot Level Repairable (DLR) Management Consolidation and Consumable Item Transfer
- Supply, Storage, and Distribution Management Reconfiguration.

Each subordinate initiative is explained separately.

Expected Benefit/Impact:

See BRAC Commodity Management, BRAC Depot Level Repairable Management Consolidation and Consumable Item Transfer, and BRAC Supply, Storage, and Distribution Management Reconfiguration.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|---------|---------|---------|---------|-------|-------|
| \$230.9 | \$273.9 | \$191.1 | \$140.9 | \$0.0 | \$0.0 |

Performance:

Measure:

See subordinate DLA BRAC initiatives.

FY07 Level:

See subordinate DLA BRAC initiatives.

FY10 Target:

See subordinate DLA BRAC initiatives.

Goal:

See subordinate DLA BRAC initiatives.

Measurement System:

Not provided.

Milestones:

By Sep 2011: BRAC decisions will be implemented

Base Realignment and Closure (BRAC) - Commodity Management

Description:

The BRAC Commodity Management decision establishes long-term contracts to privatize all supply, storage, and distribution functions for tires, packaged petroleum/oil and lubricant products (POL), and compressed gasses. Responsibility for all vendor supply contracting transferred from the Military Services to DLA; all other supply, storage, and distribution for these items will be supported by commercial industry.

Expected Benefit/Impact:

Achieves economies and efficiencies that enhance the effectiveness of logistics support. Divests DoD inventories and eliminates infrastructure and personnel associated with these functions.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$3.6 | \$3.5 | \$4.0 | \$0.7 | \$0.0 | \$0.0 |

Performance:

Measure:

1. Award Aviation Tire Contract
2. Award Ground Tire Contract
3. Award Chemical/POL Contract
4. Award Compressed gasses/cylinder contract

FY07 Level:

1. Awarded FY07
2. Awarded FY07
3. Awarded FY07
4. Awarded FY07

FY10 Target:

1. Elimination of stocked aviation tires
2. Elimination of stocked ground tires
3. & 4. Elimination of stocked compressed gases & cylinders/packaged POL

Goal:

1. Elimination of stocked aviation tires
2. Elimination of stocked ground tires
3. & 4. Elimination of stocked compressed gases & cylinders/ packaged POL

Measurement System:

- BRAC Plan of Action and Milestones (POAM)
- BRAC Implementation Plan

Milestones:

Dec 2006: Aviation tires contract awarded
Jan 2007: Ground tires contract awarded
Apr 2007: Compressed gasses and Cylinders contract awarded
May 2007: Packaged POLs and Chemicals contract awarded
Sep 2011: Reworking complete / Excess Facilities Returned to Host

Base Realignment and Closure (BRAC) - Depot Level Reparable Management Consolidation and Consumable Item Transfer

Description:

The Depot Level Reparable (DLR) Management Consolidation and Consumable Item Transfer (CIT) decision establishes DLA as the single, integrated depot-level reparable procurement management provider. The decision further consolidates much of the consumable item management under DLA.

Expected Benefit/Impact:

Provides the opportunity to further consolidate Service and DLA inventory control points by supply chain type. Should reduce labor and support costs from site consolidation and business process improvements. Supports transformation by transferring procurement management of all service DLRs to a single DoD agency activity.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|--------|---------|---------|--------|-------|-------|
| \$32.7 | \$115.7 | \$132.4 | \$99.5 | \$0.0 | \$0.0 |

Performance:

Measure:

1. Transfer Consumable Items
2. Standup Procurement Detachments

FY07 Level:

- Provisional DLR detachments stood up at TACOM, US Army, in Oct 2007 and AMCOM in Dec 2007
- Provisional DLR detachments stood up at Naval Inventory Control Point, Mechanicsburg PA and Philadelphia PA in Jan 2008
- Transferred 627 Army, 10,237 Navy, and 3,638 Air Force Consumable Item NSNs from service management to DLA management in FY07

FY10 Target:

- Standup 8 DLR procurement management detachments at service locations by Sep 2011
- Transfer all agreed-upon Consumable Item NSNs from service management to DLA management by 2011

Goal:

- Standup 8 DLR procurement management detachments at service locations by Sep 2011
- Transfer all agreed-upon Consumable Item NSNs from service management to DLA management by 2011

Measurement System:

- BRAC Plan of Action and Milestones (POAM)
- BRAC Implementation Plan

Milestones:

FY07: Transferred 627 Army, 10,237 Navy, and 3,638 Air Force Consumable Item NSNs from service management to DLA management

Dec 2007: Provisional DLR detachments stood up at TACOM, US Army, in Oct 2007 and AMCOM in Dec 2007

Jan 2008: Provisional DLR detachments stood up at Naval Inventory Control Point, Mechanicsburg PA and Philadelphia PA

Sep 2011: All Detachment personnel transferred to DLA

Base Realignment and Closure (BRAC) - Supply, Storage and Distribution Management Reconfiguration

Description:

The Supply, Storage and Distribution (SS&D) Management Reconfiguration decision consolidates the Military Service and DLA SS&D functions and associated inventories where Military Service maintenance depots and DLA distribution depots are collocated.

Expected Benefit/Impact:

Eliminates unnecessary redundancies and duplication. Streamlines supply and storage processes. Achieves economies and efficiencies that enhance the effectiveness of logistics support to operational joint and expeditionary forces.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|---------|---------|--------|--------|-------|-------|
| \$194.6 | \$154.7 | \$53.7 | \$40.7 | \$0.0 | \$0.0 |

Performance:

Measure:

- Standup Strategic Distribution Platform (SDP) at Robins AFB
- Standup SDP at Tinker AFB
- Disestablish Columbus Distribution Depot
- Transfer Service Personnel to DLA Forward Distribution Points (FDP)

FY07 Level:

- Met all milestones to enable the transfer of SS&D functions and personnel from USAF to DLA at:
 - Warner Robins Air Logistics Center, GA, in Oct 2007
 - Oklahoma City Air Logistics Center, OK, in Feb 2008, and
 - Ogden Air Logistics Center, UT, Apr 2008

FY10 Target:

- Transfer SS&D functions and personnel from 13 service maintenance depots to DLA by Sep 2011
- Establish four SDPs and 13 FDPs by Sep 2011

Goal:

- Transfer SS&D functions and personnel from 13 service maintenance depots to DLA by Sep 2011
- Establish four SDPs and 13 FDPs by Sep 2011

Measurement System:

- BRAC Plan of Action and Milestones (POAM)
- BRAC Implementation Plan

Milestones:

Transferred SS&D functions and personnel from USAF to DLA:

Oct 2007: Warner Robins Air Logistics Center, GA, and

Feb 2008: Oklahoma City Air Logistics Center, OK

Sep 2011: SDP/FDP Distribution Network complete

Joint Regional Inventory Materiel Management (JRIMM)

Description:

JRIMM is designed to improve warfighter support by establishing a single warehousing/distribution hub in each region; minimizing all other storage sites within a region; eliminating duplicate inventories; maximizing utilization of the DLA Strategic Distribution Platforms (SDP); reducing materiel handling touches; and consolidating regional transportation management.

Expected Benefit/Impact:

JRIMM will provide enhanced logistics support through improved materiel availability and reduced customer wait time. JRIMM will provide cost saving to DoD by eliminating duplicate inventories, processes, systems and infrastructure.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- JRIMM customer wait time
- Transportation costs/savings measure
- Service inventory reduction time
- Service inventory consolidation measure
- JRIMM back orders
- JRIMM range and depth
- Net effectiveness
- Gross effectiveness
- First pass

FY07 Level:

- Established 6 working groups
- DLA established as worldwide lead
- Begin implementing global roll out. Phase I implemented in Oahu with additional worldwide implementation to follow

FY10 Target:

- Continue PACOM Rollout while planning for EUCOM Rollout

Goal:

- JRIMM CWT reduced by (target) %
- JRIMM Transportation Costs reduced by (target) %
- JRIMM Service Inventory reduced by (target) %

Measurement System:

Combination of systems:

- DLA's EBS
- DDC's DSS
- DAAS-C Files
- Spreadsheets from Service Supply Systems
- pRFID systems
- SESAME
- IPO
- JRIMM Collaboration
- Metrics provided from DDC, DORRA, and DSCC

Milestones:

Oct 2007: Oahu Phase I

Jan 2008: Oahu Phase II

TBD: Remaining Oahu Phases

TBD: Guam, Korea, Okinawa, Yokosuka Phases

Logistics Modernization

Description:

Logistics Modernization is the largest coordinated and cross-organizational effort ever undertaken to transform Marine Corps logistics. A three-pronged improvement and integration initiative focusing on Marine Corps people, processes, and technologies, Logistics Modernization will integrate and streamline supply, maintenance, and distribution resulting in more effective logistics support to the warfighter and the Marine Air-Ground Task Force (MAGTF) on the battlefield.

Expected Benefit/Impact:

1. Integrated and streamlined supply, maintenance, and distribution processes, based on a battlefield-focused Logistics Operational Architecture and supported by enhanced automation and information technology.
2. Realigned Marine Logistics Groups organized for combat across the spectrum of conflict to ensure maximum logistics support to the MAGTF.
3. Modernized and integrated information technology (IT) enablers providing improved logistics feeds to command and control systems, enabling total asset visibility, and supporting improved financial accountability.
4. Enhanced logistics education and training for Marines.
5. Better integration of Navy and Marine Corps logistics to optimize support to Naval ground units ashore and afloat

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$4.8 | \$6.8 | \$6.1 | \$3.7 | \$3.8 | \$3.9 |

Performance:

Measure:

TBD

FY07 Level:

N/A

FY10 Target:

TBD

Goal:

Marine Logistics Group (MLG) Reorganization - The reorganization of the Marine Logistics Group is creating habitual support relationships that foster a level of trust not present in the past. MLG organizations are now aligned in garrison as they are in combat. They are still able to rapidly task organize, and are organized around the core transportation capability of a Combat Logistics Battalion for any mission.

Marine Air Ground Task Force (MAGTF) Distribution - MAGTF Distribution has undergone valuable people, process and technology improvements. Organizationally, the creation of the MAGTF Distribution Center focuses attention on the overall effectiveness of supply support delivered to the warfighter by integrating receiving, packing, transportation, and delivery functions. The utilization of the "Pure Pallet" is a significant distribution process improvement that emphasizes responsive tailored support to the requesting unit. Radio Frequency Identification Devices (RFID), BCS3, W2W-LTM and AMS-TAC are technological enhancements to MAGTF Distribution that provide enhanced asset visibility and in-transit visibility.

Realignment of Supply/Maintenance - Process realignments in maintenance and supply will streamline our capabilities to battlefield requirements, and provide the MAGTF with the ability to perform supply and maintenance actions as far forward as possible with minimum impact on the maneuver element.

Measurement System:

N/A

Milestones:

Jun 2008: LogMod Wargame #3 (Command and Control focus)

Jul 2008: Complete initial drafts of revised/enabling supply, maintenance and maintenance management policies.

Nov 2008: Complete Engineering Change Proposals (ECPs) supporting IUID marking requirements for Principal End Items (PEIs) and Secondary Repairables (SECREPs)

Jan 2009: Complete requirements definition for GCSS-MC, Block 2 and submit via CDP

Apr 2009: Publish updated supply, maintenance and maintenance management policy ISO LogMod and GCSS-MC fielding

Jul 2009: FOC Centralized SECREP management as critical feed to Realignment of Supply (ROS)

Oct 2009: IOC GCSS-MC, as critical technology enabler to LogMod (III MEF)

Jan 2010: IOC for IUID marking within Fleet Marine Forces (FMF)
Apr 2010: FOC MAGTF Distribution Center (MDC) / MAGTF Materiel Distribution Center (MMDC) to support LogMod Distribution concept and policy
Oct 2010: Implement revised/enabling LogMod curriculum in schoolhouses.
Oct 2010: FOC GCSS-MC, Block 1, as critical technology enabler to LogMod
Oct 2010: FOC for IUID
Oct 2011: IOC, Autonomic Logistics (AL) as critical feed to Realignment of Maintenance (ROM)
Oct 2011: FOC, Logistics Combat Element (LCE) Reorganization, as enabled by 202K Force Build
Jul 2011: Complete requirements definition for GCSS-MC, Block 3 and submit via Marine Corps Combat Development Process (CDP)
Jan 2012: FOC GCSS-MC, Block 2 (5 additional increments of additional functionality follow at approximately 18 month intervals; requirements definition for each increment occurs 36 months in advance of FOC dates)

Sense and Respond Logistics (S&RL)

Description:

Sense and Respond Logistics (S&RL) is an approach that yields adaptive, responsive demand and support networks that operate in alternate structures that recognize operational context and coordination. S&RL does not hedge uncertainty by mass or prediction, but instead hedges uncertainty through responsiveness, speed, and flexibility, which are enabled by the use of robust information technology and a highly flexible distribution system. S&RL builds upon the theory of Net-Centric Warfare and Joint Adaptive Expeditionary Warfare practice. It accommodates the critical elements of high rates of change, closely coupled events, speed of command, and self-synchronization. In simple terms, S&RL capabilities involve predicting what will be needed and responding quickly to both anticipated and unanticipated needs to maintain combat effectiveness. S&RL concept directed by ASN, RD&A as an Enabling Capability (EC) within ONR's FNC Seabasing Pillar and funded for FY08 S&T development as a 4-year effort are listed below:

- Currently monitoring vehicle fuel and mileage on Okinawa & Thailand via Iridium transmission and posting to the Web—8 MTRVs & 2 LVSRs.
- Development of S&RL ICD to provide overarching CONOPS linkages underway.
- Demonstrate IA usage in Marine Corps Warfighting Laboratory (MCWL) Limited Objective Exercise (LOE) supporting DO Logistics in FY09.
- Will directly influence a Sense & Respond Support System (SRSS) on the legacy Light Armored Vehicle (LAV) as endorsed by ADUSD (L&MR) in Mar 2008.

Expected Benefit/Impact:

S&RL will enable enhanced situational awareness and decision support within the FORCENet and Marine Air Ground Task Force Command and Control (MAGTF C2) framework. Its intent is to link logistics applications to other Tier II Battlespace Functional Area (BFA) Management Applications and the Tier I Common Operating Picture under a distributed and modular open network architecture to support the Commander's Planning, Decision, Execution, and Assessment (PDE&A) cycle.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Current funding for this is supported by the Office of Naval Research as a Science & Technology (S&T) effort at \$37M across the FYDP.

Performance:

Measure:

TBD

FY07 Level:

Used ONR FY07 Funds to develop & show the value of fuel sensor technology providing real-time web access on vehicles at Quantico & 29 Palms.

FY10 Target:

TBD

Goal:

ONR focus is on enabling sensors, use of Intelligent Agents (IAs), predictive fuel modeling, & integrating Decision Support Tools (DSTs) for a S&RL capability having logistics enabling MAGTF C2-afloat & ashore.

Measurement System:

TBD

Milestones:

FY07 Develop & show the value of fuel sensor technology providing real-time web access on vehicles at Quantico & 29 Palms

Mar 2008 Influence a Sense & Respond Support System (SSRS) on the legacy Light Armored Vehicle (LAV)

FY09 Demonstrate IA usage in Marine Corps Warfighting Laboratory (MCWL) Limited Objective Exercise (LOE)

Unique Identification (UID)

Description:

The purpose of this initiative is to uniquely identify items with a Unique Item Identifier (UII) via machine-readable information (MRI) marking represented by a two-dimensional data matrix. This UII will globally distinguish an item from all other like and unlike items. The IUID origination data (birth record) for the item will be captured primarily via the Wide Area Work Flow (WAWF) application and stored in a DoD central repository known as the IUID Registry. With IUID and its associated scanning technology, an individual asset can be tracked through its entire life-cycle.

Expected Benefit/Impact:

Improved traceability, item identification, and property value tracking.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- DoD Mandated

FY07 Level:

- DoD Mandated

FY10 Target:

- DoD Mandated

Goal:

- DoD Mandated

Measurement System:

- DoD Mandated

Milestones:

N/A

USMC Enterprise Total Life Cycle Management (E-TLCM)

Description:

Total Life Cycle Management (TLCM) encompasses enterprise- and program-level processes to “identify, analyze, and implement synergistic cradle-to-grave solutions that optimize the acquisition/logistics chain across the Marine Corps in support of the Operating Forces.” Key initiatives and concepts affecting TLCM include autonomic logistics/prognostics; performance-based logistics; design-in reliability, maintainability, and supportability; direct vendor delivery; logistics footprint; fuel efficiency; depot maintenance; condition-based maintenance; technology logistics; operational architecture; and automated identification technology. One key TLCM IT enabler is the Life Cycle Modeling Integrator (LCMI) suite of tools. Two central LCMI components are the Master Data Repository (MDR) and Marine Corps Equipment Readiness Information Tool (MERIT). Working in concert, these components provide the ability to aggregate and view life - cycle and logistics information from numerous sources. Two additional TLCM tools currently in development are TLCM AT and TLCM Common Operating Picture (COP). TLCM AT will provide modeling and simulation for TLCM scenarios, while TLCM COP will provide the ability to view and track equipment by TAMCN or requisition from acquisition through fielding. An effort is currently underway to incorporate life-cycle management into the Log Architecture, with initial focus on identifying and defining the business activities necessary for life-cycle management.

Expected Benefit/Impact:

1. Improved equipment design
2. Reduced energy consumption
3. Reduced life cycle maintenance costs
4. Attract and retain high quality vendors

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$1.2 | \$1.8 | \$2.7 | \$2.7 | \$2.6 | \$2.6 |

Performance:

Measure:

TBD

FY07 Level:

N/A

FY10 Target:

TBD

Goal:

TBD

Measurement System:

TBD

Milestones:

Under development.

Automatic Identification Technology (AIT)-N

Description:

AIT is a family of technologies to automate the identification of items, such as barcodes, active and passive RFID.

Expected Benefit/Impact:

1. Enhance in-transit-visibility of unit move and sustainment moving throughout the supply chain.
2. Reduce time for receiving, receipting and providing payment processes associated with inbound inventory.
3. Integrate AIT with existing and future processes – consistent with the logistics operational architecture.
4. Integrate AIT to future logistics systems

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|--------|--------|
| \$6.1 | \$7.3 | \$8.5 | \$9.7 | \$10.9 | \$12.1 |

Performance:

Measure:

Numerous metrics to monitor performance: tag read rates, ASN processing rates, RFID receipt posting rates, receipt to stow time, customer wait time, inventory accuracy, etc.

FY07 Level:

Data limited to Bangor RFID Evaluation (BRE) prototype effort only. Navy deployment had not yet occurred.

FY10 Target:

Implement pRFID systems at over 30 Navy and Marine Corps sites by 2010.

Goal:

Implement pRFID at approx 167 Navy and Marine Corps sites by the end of FY13.

Measurement System:

Various systems and applications are used to pull data for performance metrics to include legacy AIS's, NERP, and GlobeRanger.

Milestones:

On going

Department of the Navy (DoN) Life Cycle Item Identification

Description:

Through this initiative, the DON seeks to establish Item Unique Identification (IUID) solutions that support the serialized item management of materiel within DON, leverage Automatic Identification Technology (AIT) to enable IUID data capture within Enterprise Supply Chain processes, integrate Enterprise Automatic Information Systems to enhance Logistics and Maintenance reporting for TLCM, and create IUID business standards that satisfy DoD Net Centric Unique Identification (UID) requirements.

Expected Benefit/Impact:

Facilitate materiel readiness and enable an unqualified audit opinion in support of the CFO compliance act.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Initiative is funded through command operating funds.

Performance:

Measure:

- Percent of contracts with required clauses
- Percent of ACAT programs with IUID plans in place
- Number of registry entries

Note: DoN has a working group in place to determine what additional metrics should be utilized. Criteria: Metrics must be measurable, collectable, and meaningful.

FY07 Level:

75% of DoN ACAT I programs had IUID plan approved and in place

FY10 Target:

- 95% of required legacy components/systems have IUID marking (100% by 31DEC10)
- All ACAT programs (I through IV) have IUID plans in place
- 100% of required DoN contracts have IUID clauses

Goal:

Ensure 100% of DoN ACAT I programs have an IUID plan in place by Q1 FY08. Completed.

Measurement System:

Program of Record IUID implementation planning is review prior to Milestone B, C, IOC, FOC and every five years across the life cycle of the program as part of DoN's Independent Logistics Assessment (ILA) process. Also, DoN activities and contractors provide updated data into the IUID registry, which is tracked by OSD on a monthly basis.

Milestones:

TBD: Develop DoN IUID implementation roadmap, based on OSD policy.

TBD: Ensure clear guidance available to DoN activities implementing the roadmap.

TBD: Coordinate DoN requirements with OSD and JCS staff to report status of implementation, metrics and DoD policy requirements

Fleet Modernization Planning (FMP) (a.k.a. SHIPMAIN)

Description:

FMP is a Navy-wide initiative to create a surface ship maintenance and modernization program that will support the vision of "Sea Power 21" and its "Culture of Readiness" (COR). It includes fleet requirements, resourcing, work package preparations, contract award, and scheduling of work against the Fleet operating schedule.

Expected Benefit/Impact:

Instill a common planning process for surface ship maintenance and alterations. Increase the efficiency of the process without compromising its effectiveness. Instill a disciplined management process with objective measurements. Institutionalize the process and a continuous improvement methodology.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Initiative is funded through command operating funds.

Performance:

Measure:

- Maintenance Figure of Merit (MFOM)

FY07 Level:

- Every surface ship has a Hull Modernization Plan (HMP)
- Transition to new electronic methodology and terminology
- Data embedded in Navy Data Environment (NDE)

FY10 Target:

N/A

Goal:

Instill a common planning process for surface ship maintenance and alterations that is directly linked to the PPBE POM/PR process

Measurement System:

N/A

Milestones:

Ensure FMP plan is in place to drive fleet maintenance and modernization requirements definition for the PPBE process

Independent Logistics Assessments (ILA)

Description:

ILA provides a structured methodology for assessing each DON acquisition program's planning and implementation of Integrated Logistics Support (ILS) and the ability of each program to meet established logistics performance requirements prior to major milestones, at initial operational capability (IOC), full operational capability (FOC), or at least every five years during the life cycle of the program.

Expected Benefit/Impact:

A structured methodology that helps to ensure supportable, sustainable and cost effective systems are acquired and fielded with the required support systems fully in place for the warfighter to effectively conduct their mission.

Assessments after fielding will further provide for potential supportability improvements that increase readiness at reduced costs.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*The Navy ILA initiative is funded by command operating expenses.

Performance:

Measure:

- ACAT I, II, III & IV programs reviewed prior to MS decisions
- ACAT I, II, III & IV program reviewed every five years during the life cycle of the program

FY07 Level:

- 100% I, II, III & IV ACAT programs reviewed prior to MS decisions
- 100% I, II, III & IV ACAT program reviewed every five years during the life cycle of the program

FY10 Target:

- 100% I, II, III & IV ACAT programs reviewed prior to MS decisions
- 100% I, II, III & IV ACAT program reviewed every five years during the life cycle of the program

Goal:

- 100% I, II, III & IV ACAT programs reviewed prior to MS decisions.
- 100% I, II, III & IV ACAT program reviewed every five years during the life cycle of the program.

Measurement System:

- Detailed assessment criteria for ILS Mgmt, PBL, Budgeting and Funding, Design Interface, Maintenance Planning, Support Equipment, Supply Support, Human Systems Integration, PHS&T, Configuration Mgmt, Product and Technical Data, ESOH, Facilities and Infrastructure, and Computers and Software.

Milestones:

Reviews are continuous.

- Reviews prior to milestone decisions vary based on MS decision schedules.
- Five year reviews occur every five years.

Logistics Common Operating Picture (Navy Log-COP)

Description:

LOGCOP (LOGistics Common Operating Picture) is an automated decision support tool that links logisticians to databases and management tools on a common system. Linking to GCCS-M (Global Command and Control System-Maritime), LOGCOP creates a one-stop logistics information environment within the integrated Common Operational Picture.

Expected Benefit/Impact:

Provides visibility of key logistics information to senior Navy operational leadership in a format with the same look and feel of other key operational information; and provides autonomic logistics decision support by accurate depiction of current and projected logistics requirements.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Initiative funded through annual unprogrammed Congressional funding.

Performance:

Measure:

TBD

FY07 Level:

N/A

FY10 Target:

N/A

Goal:

Provide common logistics operating picture to senior leaders throughout the fleet.

Measurement System:

N/A

Milestones:

April 2009: SBIR Phase III project, period of performance ending

Ordnance 2D Barcodes (2DBC)

Description:

Due to Hazards of Electronic Radiation to Ordnance (HERO) restrictions, RFID is currently not a viable AIT solution for ordnance tracking. The 2DBC system satisfies most of the AIT requirements for tracking ordnance warehousing and shipping ordnance items.

Expected Benefit/Impact:

Improved Inventory Management

- Ordnance supply chain process improvements
- Asset tracking
- Optimization of distribution and transportation
- Electronic capture of asset location data

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Not provided.

Performance:

Measure:

N/A

FY07 Level:

N/A

FY10 Target:

N/A

Goal:

N/A

Measurement System:

Will replace currently used linear barcode

Milestones:

On going

Aligning Maintenance Operations Metrics with Warfighter Outcomes

Description:

In this initiative, the ADUSD(MPP) seeks to define the maintenance contribution to materiel readiness with the range and depth required to adequately describe success in tangible terms relating to availability, cycle time, cost, and reliability. The initiative further seeks to measure maintenance performance in terms that

- better relate to warfighter objectives,
- highlight any gap in performance-to-plan,
- allow benchmarking (within units, across units, and across weapon systems),
- address change over time , and
- address GAO and QDR findings to better measure impact of operations on warfighter outcomes.

Expected Benefit/Impact:

Move maintenance activities from "best effort" to performance-based operations by

- identifying performance standards and measurable performance levels and then using data to measure performance-to-plan
- making clear links between metric-based performance and financial resources
- developing incentives to ensure performance objectives are met and continuously improved
- aligning maintenance strategies with overall system support strategy.
- adopting processes that regularly inform all employees how they are performing against a known set of standard
- institutionalized use of integrated life cycle maintenance measurement and analysis to effect required reliability, sustainability, and maintainability standards

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.3 | \$0.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

N/A (Metrics to measure metrics is not appropriate)

FY07 Level:

- Initial set of depot level metrics identified and Metrics Handbook developed and in coordination with the Services

FY10 Target:

- Consistent and Streamlined OSD Measurement and Analysis guidance throughout applicable family of acquisition and sustainment directives, guides, and handbooks that relate to field and depot level maintenance operations

Goal:

- Consistent Measurement and Analysis of Maintenance Operations from Concept Development through system disposal

Measurement System:

- Broad variety of Service reports
- Studies and analyses

Milestones:

Sep 2007: Initial set of depot-level metrics established

Feb 2008: OSD memo requiring Service-level reporting for depots

May 2008: Publish field-level strategic plan

Jul 2008: Establish initial set of field-level metrics

Oct 2008: Establish field-level reporting requirements

Condition-Based Maintenance Plus (CBM+)-OSD

Description:

CBM+ is an umbrella initiative designed to integrate “best-of-breed” maintenance strategies and concepts (including, but not limited to Condition Based Maintenance and Reliability Centered Maintenance) with emerging diagnostics and prognostics technologies to increase maintenance efficiency and productivity and to decrease weapon system sustainment costs. CBM+ capitalizes on advances in technology and commercial information processing capabilities to support maintenance and logistics operations. CBM+ is not a single-event solution, but a maintenance improvement approach that repeatedly challenges weapons platform and equipment managers to collect meaningful information, analyze system performance, assess new technologies and processes, and implement effective solutions that enable improved capabilities.

Expected Benefit/Impact:

By employing initiatives identified under CBM+, decision makers will have the tools required to achieve readiness targets at optimum support cost. Enables the following capabilities:

- Collaborate with the civilian sector to take advantage of advanced business practices and technological advancements
- Remotely monitor and diagnose system health and to sense, predict, anticipate, and report failures and consumption, anticipate demand
- Upgrade current systems and field future weapons systems with designed-in, agility, reliability, maintainability, sustainability, and interoperability to increase readiness and reduce logistics requirements and costs

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.3 | \$0.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Maximized materiel availability
- Improved materiel reliability
- Reduced life cycle ownership costs
- Reduced mean down time

FY07 Level:

- OSD CBM+ policy issued in DoDI 4151.22
- Drafted CBM+ Guidebook on how to implement CBM+ projects
- Review Services' maintenance plans, programs, and emerging technologies

FY10 Target:

- CBM+ maintenance support processes incorporated in Services' policy and strategic documents
- CBM+ roadmap and conops for Service programs published in Service guidance
- Verify CBM+ plans, programs, and technologies were implemented

Goal:

- Establish CBM+ policy
- Establish CBM+ guidance for implementation
- Implement specific CBM+ projects

Measurement System:

- Broad variety of Service reports
- Studies and analyses

Milestones:

Dec 2007: Publish DoDI Jun 2008: Distribute CBM+ Guidebook Dec 2008: Complete annual assessment of Service CBM+ Plans Dec 2008: Develop revised policy recommendations

Depot Maintenance Benchmarking

Description:

The objective of this initiative is to identify key indicators for benchmarking performance at DoD organic depots. These performance indicators will provide depot-to-depot comparisons and comparisons of similar commodities and weapons systems repaired by more than one military service. Through these comparisons, best-in-class performers (benchmarks) will be identified, along with best practices, processes, and programs for others to emulate.

Expected Benefit/Impact:

Identify best practices, processes and programs to emulate as part of continuous process improvement efforts and provide objective data for use in source of repair decisions.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.5 | \$0.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

TBD

FY07 Level:

TBD

FY10 Target:

- Institutionalize the use of depot maintenance benchmarks with the ability to collect and analyze data on at least a quarterly basis to analyze trends
- Establish a web-based data repository of best practices and benchmarking data for organic maintenance depots
- Establish a web-based data repository of best practices and benchmarking data for organic maintenance depots
- Institutionalize the use of depot maintenance benchmarks with the ability to collect and analyze data on at least a quarterly basis to analyze trends

Goal:

- Identify key indicators of depot maintenance performance for use in continuous process improvement efforts and source of repair decisions
- Increase ability of organic maintenance depots to deliver best value products and services to supported customers
- Identify depot maintenance benchmarks that represent best-in-breed performance
- Standardize method used for calculating key performance indicators for cost schedule, and quality to enable depot-to-private industry comparisons

Measurement System:

- Broad variety of Service reports
- Studies and analyses

Milestones:

Phase I - Benchmark Selected Commodities

Mar - May 2008: Gather data

May - Jun 2008: Analyze data and identify best in class performers

Jul - Aug 2008: Site visits to identify best practices, processes and programs

Sep 2008: Brief results

FY09: Phase II Expand Number of Commodities/Weapon Systems Benchmarked

FY10+: Phases III and IV Depot-to-Depot and Depot-to-Private Industry benchmarking

Item Unique Identification (IUID)-Serialized Item Management (SIM) in Maintenance

Description:

IUID is a critical enabler of maintenance transformation that facilitates life history data recording at the item level. It automates data capture and up-line reporting, making SIM practical and affordable. IUID implementation needs to be aggressively managed within the DoD maintenance enterprise, as does planning for establishing robust SIM capability. IUID-enabled SIM maintenance processes are codified Service requirements (DoDI 4151.19). All legacy parts marking and associated data transactions will be accomplished by the DoD maintenance enterprise. Demonstrating IUID-enabled SIM builds the case for transformed, information-centric, DoD maintenance operations.

Expected Benefit/Impact:

- Effective assessment of Service planning efforts
- Defined elements of fully operational SIM capability
- Identified OSD policy gaps and issues
- Virtual enterprise SIM process model for assessing level of effort and resource requirements

Primary Logistics Tier 2 Joint Capability Area: Maintain

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.4 | \$0.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Identify best in class SIM performers across public and private enterprise
- Identify the critical implementation factors for service SIM planning
- Identify planning gaps and potential issues within Service implementation approach
- Identify and define an end-to-end DOD IUID-enabled SIM capability to tangibly demonstrate pertinent processes and information flow
- Develop an IUID-SIM implementation scorecard in order to monitor, advise, and assist service implementation efforts and decision processes
- Improve readiness/availability to cost/resource ratio

FY07 Level:

- Full assessment and review measures established for Service implementation plans and efforts
- Draft SIM Capability Benchmark developed

FY10 Target:

Not provided.

Goal:

- Visibility of materiel performance and readiness issues at the unique item level (in support of total life cycle management)

Measurement System:

- Broad variety of Service reports
- Studies and analyses

Milestones:

Mar 2008: Service SIM plans submitted to OSD

May 2008: Draft SIM enterprise performance metrics; Service SIM implementation scorecard

Commodity Management

Description:

Commodity management aligns requirements and market dynamics to optimize total cost of ownership, ensure sources of supply and a strong supply base, and bring supplier innovation to weapons systems acquisition and sustainment.

Expected Benefit/Impact:

Implementation of commodity management across the Department will ensure that the Department identifies and supports an industrial base capable of meeting the Departments requirements, which will vary by commodity (e.g., in some commodities technological change is a driver, in others volume needs will drive commodity strategy). An understanding of the capabilities of the commercial supply base will also allow the Department to identify innovative ways of working with commercial suppliers to meet warfighter needs.

- > Improved industrial base capability
- > Improved forecasting
- > Improved quality
- > Reduced cycle time
- > Lower total cost of ownership

CIT: A single integrated consumable items manager supporting all Services' requirements by FY11- excluding:

- Design Unstable – Navy
- Nuclear propulsion Support
- Level 1/SUBSAFE
- Classified – Navy & Air Force

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

TBD

FY07 Level:

- Consumable Item Transfers (CITs) by # of NSNs by Service Completed as of Mar 2008:
 - Air Force - 3,778
 - Army - 1,010
 - Marines - 69
 - Navy - 11,728
 - Total - 16,585

FY10 Target:

- Consumable Item Transfers (CITs) by # of NSNs by 30 Sep 2010:
 - Air Force - 3,780
 - Army - 11,536
 - Marines - 149
 - Navy - 11,782
 - Total - 34,165

Goal:

- Targeted Consumable Item Transfers by end FY 11.
 - Air Force - 3,780
 - Army - 31,276
 - Marines - 149
 - Navy - 11,782
 - Total - 46,987

Measurement System:

None. Transfer progress managed and maintained by DLA. Reported to the Material Readiness Component Advisory Group (MRCAG) quarterly.

Milestones:

Dec 2007: Initial CMS Pilot solicitation (Tinker AFB) was issued
Jan 2008: CMS Pre-Proposal Conference was held at Tinker
Mar 2008: CMS solicitation close & Source selection
Mar 2008: Continue to transition DLR
Jul 2008: Anticipated CMS contract award date
Sep 2008: Establish remaining commodity management products
Sep 2011: A single integrated consumable items manager supporting all Services' requirements

DoD Human Capital Strategy (HCS)

Description:

The purpose of the HCS effort is to develop a strategy that is based on a consistent core competency-based framework that can be implemented across the DoD Service/Agency Logistics community to enable achievement of the vision—the DoD Logistics HCS vision is to develop an integrated, agile, and high-performing future workforce of multi-faceted, interchangeable logisticians that can succeed in a joint operating environment. The bedrock for this vision is competency-based management of the DoD's logistics workforce, manifest in the creation of a logistics career roadmap with a common lexicon and set of logistics competencies and proficiencies. Operationalized through a DoD Logistics Career Development Framework (LCDF), this roadmap will provide the future logistics workforce with the right mix of function-specific subject matter experts and multi-faceted Enterprise logisticians.

Expected Benefit/Impact:

The HCS – in particular the common logistics lexicon, career roadmaps, competencies, and the Logistics Career Development Framework (LCDF) – will benefit all components of the DoD logistics workforce: individuals, Services and Agencies, and the Total Force. For individuals, the HCS provides a clear career roadmap with consistent expectations and application of competencies and skill requirements, in addition to enhanced opportunity for cross-functional development, flexibility and growth. For the Services and Agencies, the HCS improves logistics synergy which, in turn, provides better capabilities for current and emerging mission requirements. For the Total Force, the HCS provides an enterprise-wide system for identifying, developing, and utilizing necessary competencies to support the Warfighter.

Primary Logistics Tier 2 Joint Capability Area: Cross-Cutting

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$1.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Employee Commitment
- Permanent to Contractor Ratio
- Separation Rate by Tenure
- Voluntary/Involuntary Separation Rate
- Internal to External Recruitment Ratio
- Job Series Representation
- Length in Position
- Grade/Band/Rank
- Education/Rank

FY07 Level:

- Defined Logistics Career Fields
- Assessed Future Logistics Trends
- Defined Competencies
- Developed Proficiencies
- Developed Human Capital Strategic Plan

FY10 Target:

- Implement Logistics Career Development Framework across DoD Logistics Community

Goal:

- Common and accessible system for tracking individual's competency levels
- Ability to match work requirements with individuals
- Institutionalizes a common approach to development and assignments based on work requirements

Measurement System:

DIMHRS - Web-based Logistics Career Development Framework tool (Pilot in FY09; FOC in FY10)

Milestones:

Goal 1: Develop the Enterprise Logistician

- > 3Q FY07 - 2Q FY08: Define Workforce Categories, Competencies, & Proficiencies
- > 1Q FY08 - 3Q FY08: Define Education, Training, & Developmental Assignments
- > 4Q FY08 - 2Q FY09: Certificate/Certifications
- > 2Q FY09 - 4Q FY09: Career Path Identification

Goal 2: Align the DoD Logistics Workforce

- > 1Q FY09: Current state analysis
- > 2Q FY09: Emerging Work Requirements Analysis
- > 3Q FY09: Competency Gap Analysis
- > 4Q FY09: Plan for the Gap

Goal 3: Operationalize the DoD LCDF

- > 2Q FY09 - 4Q FY09: Assessment
- > 1Q FY10: Plan and Pilot LCDF Implementation
- > TBD

Item Unique Identification (IUID) - SCI

Description:

Item unique identification (IUID) provides for marking personal property items with a machine-readable Unique Item Identifier (UII), which is a set of globally unique data elements. The UII is used in functional automated information systems to value and track DoD items through their life cycle. A registry of items marked with UIIs provides accurate and accessible unique identification and pedigree information about these items. This information is used to ensure accurate acquisition, repair, and deployment of items is efficient and effective.

Expected Benefit/Impact:

- Achieve lower life-cycle cost of item management as a result of being able to consistently capture the value of individual items purchased, control these items during their use, and combat the counterfeiting of parts
- Provide better item visibility regardless of platform or "owner"
- Supply item data necessary for top-level logistics and engineering analysis
- Provide an accurate source for property and equipment valuation/accountability
- Improve access to historical data for use during systems design and throughout the life of an item
- Provide better item intelligence for the warfighter for operational planning
- Reduce workforce burden through increased productivity and efficiency

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$1.8 | \$1.0 | \$1.0 | \$1.0 | \$1.0 | \$1.0 |

Performance:

Measure:

- Number of DoD Tangible Personal Property Items with Unique Identification (IUID).

FY07 Level:

- 2.1 million Tangible Personal Property Items with IUID

FY10 Target:

- 39.3 million Tangible Personal Property Items with IUID

Goal:

- Achieve 100% of Tangible Personal Property Items with Unique Identification (IUID).

Measurement System:

IUID Registry

Milestones:

Sep 08: FOC for on-line DD-1662 in IUID Registry; paper DD-1662 eliminated.

Sep 08: GFP on existing contracts to electronic IUID Registry.

Oct 08: CAEs submit plans to respective Milestone Decision Authorities for incorporating IUID in AIS for enhancing property and logistics management processes.

Sep 10: All DoD serialized assets meeting IUID criteria resident in the IUID Registry.

Dec 10: Complete IUID marking of all items and embedded items.

Radio Frequency Identification (RFID)

Description:

RFID is a family of technologies, within the collective suite of Automatic Identification Technology (AIT) applications, that enable the automated capture and identification of materiel and associated events as that materiel moves throughout the DoD supply chain. Increased and appropriate application of RFID technology will improve process efficiencies in shipping, receiving, and inventory management as well as improve speed, reliability, and distribution efficiency measurements. Accomplishments continue to move the Department closer to end-to-end use of RFID tags to improve visibility of appropriate shipments.

Expected Benefit/Impact:

RFID is a transformational technology and will play a vital role in achieving the DoD vision for implementing knowledge-enabled logistics support to the warfighter through fully automated visibility and management of assets. RFID will directly enable the sharing, integrating and synchronizing of data from the strategic to the tactical level as the advance ship notices are forwarded to the nodes in the supply chain.

- Improved receiving and shipping timeliness and accuracy
- Improved asset visibility
- Improved consumption data

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|---------|--------|---------|---------|---------|---------|
| \$105.5 | \$99.5 | \$102.2 | \$102.6 | \$101.1 | \$101.0 |

*The funding shown here only reflects Component programs for RFID implementation. There is no discrete budget line item for RFID in the President's Budget; therefore this funding summary has a potential overlap with the budgets for other Component programs that implement RFID shown in the ETP. [FY08 – FY13 budget figures do not include the Marine Corps AIT budget of which RFID is one component.]

Performance:

Measure:

- Provide critical required visibility of consolidated shipments flowing into Central Command (CENTCOM) Area of Responsibilities (AOR)
- Insert the RFID requirement into vendor contracts
- Implement RFID to accept vendor shipments at the case and pallet level

FY07 Level:

- 94% of consolidated shipments flowing into CENTCOM AOR have active tags applied as of Jan 2008 RFID tags
- 100% of CONUS distribution centers have the capability to read/write passive RFID as of Oct 2006
- 94% of vendor contracts have the RFID requirement as of Jan 2008

FY10 Target:

- 95% of consolidated shipments flowing into CENTCOM AOR have active tags applied by July 2010
- Enable a single retail location within each of the Services to validate the appropriate business processes and evaluate the benefits of RFID usage at this level by September 2009
- 100% of vendor contracts have the RFID requirement by July 2010

Goal:

- Enhance visibility for consolidated shipments flowing into Central Command's area of responsibility
- Enhance visibility of shipments to CONUS distribution centers
- Enhance visibility from CONUS distribution centers to a single retail location

Measurement System:

- DAASC, WAWF, DSS

Milestones:

Jun 2008: Implement ability to read/write passive RFID at 50% of OCONUS DLA Distribution Centers

Aug 2008: Implement ability to read/write passive RFID at 75% of OCONUS DLA Distribution Centers

Sep 2008: Implement ability to read/write passive RFID at 100% of OCONUS DLA Distribution Centers

Sep 2008: Implement RFID at 3 aerial ports

Sep 2008: Publish DFARS clause governing application of tags to shipments of all appropriate commodities to all locations to be instrumented

Nov 2008: Suppliers apply passive RFID tags to shipments for all appropriate commodities

Jun 2009: Conclude pilot of a more cost-effective, active 'license-plate' RFID tag comparing performance with the current, data-rich RFID tag. Anticipated pilot results yield a preferred usage and enhance the efficient deployment of this type of RFID within the DoD supply chain.

Sep 2009: Enable the automated receipt and in-check of materiel using passive RFID at a single Retail location within each of the Services.

Readiness Based Sparing (RBS)

Description:

RBS is a requirements determination process that computes the levels of secondary item spares needed to support a weapon system readiness goal at least cost. This joint RBS initiative was established to facilitate an expanded and common approach to the application of RBS software and business processes within and across the Department. This initiative will deliver component-level RBS capabilities using commercial off-the-shelf (COTS) solutions as well as define and execute a Department-wide RBS vision. Initial RBS pilots were established to explore RBS COTS capabilities and determine how these could be applied to the DoD environment.

Expected Benefit/Impact:

RBS will deliver enhanced capabilities and several benefits to the Department. The implemented RBS solutions will lead to more accurate stocking decisions and enable a higher level of readiness at equal or lower cost. Improved RBS models will allow the Components to make tradeoffs in a more efficient manner, and to do so with a more direct view of both wholesale and retail interactions. Collaboration and information sharing among the Components on RBS related data will also support more accurate models and lead to additional improvements.

Primary Logistics Tier 2 Joint Capability Area: Supply

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$6.7 | \$6.7 | \$6.7 | \$6.7 | \$0.0 | \$0.0 |

Performance:

Measure:

DoD – Level Metrics

- Customer Wait Time* Track customer wait time across DoD
- Percent Implementation Complete Measure progress of program against defined scope (Metric under development)
- Return on Investment Measure net estimated improvement resulting from investment in all RBS implementations across DoD (Metric under development)

Component - Level Metrics

- Readiness Levels* Track mission capability for the Service
- Customer Wait Time* Track customer wait time for the Service
- Fill rates* Track percent fill rates for Component
- Comparison of "As Is" vs. "To Be" Model Measure improvements in outputs (e.g., levels) generated from new models compared to outputs generated from legacy models
- Percent Implementation Complete Measure progress of Component efforts against defined scope (Metric under development)
- Return on Investment Measure estimated improvement within Component resulting from investment in RBS (Metric under development)

*These metrics will be used for tracking purposes only and not for the purpose of measuring program success.

FY07 Level:

Army

- Perform technical evaluation of MCA Solutions' Supply Parts Optimizer (SPO)
- Investigate methods, policies, and best practices for establishing, storing, and maintaining actionable BOMs
- Expected outcome: support June 2008 go/no go decision to continue pursuing COTS RBS efforts

Navy

- Integrate SPO into spares requirement determination process for aviation (next phase expands to maritime)
- Develop collaborative MIME RBS process between DLA and Navy
- Expected outcome: fully operational COTS RBS environment to support retail and wholesale for both aviation and maritime, eliminating several legacy models

USAF

- Explore capabilities and applicability of Click Commerce's Advanced Inventory Optimization (AIO), which is the RBS logic embedded in the USAF ERP solution
- Develop "Meta-model" concept to support joint inventory management for common items and analyze potential benefits
- Expected outcome: support RBS design and development activities within ERP effort

DLA

- Utilize JDA Software Group's Inventory Policy and Optimization (IPO) to calculate multi-echelon inventory levels, which are needed to support retail initiatives
- Expected outcome: replace outdated and suboptimal safety stock computation used today

FY10 Target:

Department-wide approach to RBS

Goal:

Benefits to Coordinated RBS Approach:

- Flexibility to drive RBS models based on Component-specific requirements
- Development of more accurate Component-specific models due to sharing of information
 - Visibility of wholesale delay times across the Components
 - Sharing of item forecast information
- Each software package capable of accepting and using wholesale delay times in setting levels

Collaboration will enable cross-Component management of items at wholesale and retail levels

- Visibility of information will provide accurate expectations of levels of support for common items across Components
- Lowers implementation risk
- Consistent, coordinated approach to RBS across the Components
- Eliminates dependency on the creation of a single, complex model which tries to meet all Components' requirements
- Collaboration enables sharing of lessons learned

Measurement System:

OSD Supply Chain Integration (SCI) Web-Portal

Milestones:

Jan 2008: Conduct program and technical review of initial pilots, focusing on approach, functionality, scalability, and interoperability

Mar 2008: Conduct RBS Working Group meeting to begin development of RBS strategic roadmap.

Apr 2008: Develop draft DoD-wide RBS strategic roadmap and enterprise capabilities

Jun 2008: DoD RBS roadmap coordinated and finalized

Jun 2008: IOC - COTS RBS solution rolled out for Naval aviation items

Sep 2009: COTS RBS solution rolled out for Naval maritime items

Sep 2009: COTS RBS solution rolled out for DLA items

Sep 2011: FOC - Department-wide RBS approach and process

Arms Ammunition and Explosives (AA&E) Carrier Screening Initiative

Description:

In the past several years, the security of Arms, Ammunition and Explosives (AA&E) and the screening of commercial carriers that move AA&E have increased in importance. While carrier screening in the U.S. is more robust and effective, reports indicate that there are some inconsistencies in carrier screening procedures and processes outside the U.S., particularly in the sub-contracting area. This effort reviews screening criteria, reviews the Defense Transportation Regulation (DTR) for needed changes, considers DFARS changes, and offers recommended policy and operational process changes.

Expected Benefit/Impact:

This initiative will improve business processes to ensure that AA&E is moved only by qualified, screened carriers and protected consistently worldwide.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

Percent of qualified transportation service providers (TSPs) used to transport arms, ammunition, and explosives for the DoD.

FY07 Level:

N/A

FY10 Target:

100%

Goal:

100% use of qualified TSPs.

Measurement System:

Surface Deployment and Distribution Command (SDDC) Carrier Performance Program

Milestones:

Feb 2007: Established DoD Working Group

May 2008: Obtain legal guidance regarding establishing approved carrier list(s)

Oct 2008: Develop appropriate policy and implementing guidance for carrier selection and screening

Civil Reserve Air Fleet (CRAF) Viability

Description:

This initiative ensures that the Civil Reserve Air Fleet (CRAF) program remains viable and adapts to industry trends to support wartime airlift requirements. Section 356 of the 2008 National Defense Authorization Act (NDAA) directs that the SECDEF task an FFRDC to perform an independent assessment of the viability of the CRAF. The assessment will examine the option of minimum payments to CRAF partners ("assured business" model) in peacetime, as the volume of DoD business is expected to decrease significantly when the OIF/OEF OPTEMPO decreases.

Expected Benefit/Impact:

Long-term viability of the CRAF program and availability of military-useful aircraft within the U.S. airline industry.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.6 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Number of DoD cargo ton-miles used from commercial CRAF sources
- Number of DoD passenger seat-miles used from commercial CRAF sources

FY07 Level:

Not yet provided (pending input).

FY10 Target:

TBD

Goal:

Commercial airlift meet or exceed DoD airlift requirements.

Measurement System:

TBD

Milestones:

Mar 2008: USTRANSCOM provide Congress interim response stating estimated time to complete study - Completed

Sep 2008: Complete CRAF Viability Study and provide to Congress

Oct 2008: Convene working group to determine courses of action as result of study recommendations, to include possible legislation supporting assured business model.

Commercial Airlift in Contingency Plans

Description:

Historically, planners have based force flow and sustainment airlift plans on military aircraft. This initiative directs deliberate and adaptive planners to consider use of commercial airlift (vice planning solely on use of "grey tails") in contingency plans for inter-theater strategic lift as well as intra-theater requirements.

Expected Benefit/Impact:

This initiative will reduce stress on organic airlift fleet and free military aircraft for use in missions where their unique capabilities are truly required. This initiative supports Department policy on use of commercial lift ("commercial first" policy).

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

Not provided.

FY07 Level:

Not provided.

FY10 Target:

Not provided.

Goal:

Not provided.

Measurement System:

USTRANSCOM/Air Mobility Command (AMC) systems to capture, track and report.

Milestones:

Sep 2008: USTRANSCOM to develop planning template and coordinate with ADUSD(TP)

Dec 2008: Develop metric thresholds, goals, and measurement process

Container Management

Description:

This initiative directs development of policy for common-user transportation container management, maintenance standards, doctrinal use, and payment policies for leasing, detention, loss, and damage.

Expected Benefit/Impact:

Over-arching DoD container management policy and guidance will result in more efficient use of common-user containers and provide a consistent framework for container management.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

The total cost of container detention charges incurred by DoD, divided by the total number of Universal Service Contracted (USC) containers sent to an AOR in support of an operation. Average cost of detention per container sent to an Area of Operation (AOR).

FY07 Level:

Unknown for OIF and OEF.

FY10 Target:

75% reduction of FY 07-levels

Goal:

75% reduction of the total cost of container detention charges incurred by DoD, divided by the number of Universal Service Contract (USC) containers sent to an AOR in support of an operation.

Measurement System:

The Services and SDDC's financial payment to the carriers through their Second Destination Transportation (SDT) and Transportation Working Capital Funds (TWCF).

Milestones:

Feb 2008: USTRANSCOM provide container management policy recommendations to ADUSD(TP) - Completed

Mar 2008: USD(AT&L) publish over-arching container management policy in new DoDI 4500.57 - Completed

Sep 2008: Determine specific container management strategies and develop implementing guidance

Overseas Ship Repair Policy Review

Description:

This initiative seeks to review concerns raised within the Department about the security implications of work being performed in certain foreign shipyards on ships that are subsequently chartered by DoD.

Expected Benefit/Impact:

This initiative will evaluate security risks and implement necessary controls/policy to mitigate risks.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

None at this time pending result of the Overseas Ship Repair Policy review.

FY07 Level:

N/A

FY10 Target:

N/A

Goal:

N/A

Measurement System:

N/A

Milestones:

Jan 2008: Form Working Group with various stakeholders including OSD(L&MR, PA&E, DPAP, OGC), USTRANSCOM, Military Sealift Command, and USPACOM - Complete

Jun 2008: Working Group identify risks and consider various options to mitigating risks

Nov 2008: Implement actions to mitigate risks, as necessary

Transportation Payment Business Rules

Description:

In 1999, DoD began using a commercial third-party payment system to process commercial transportation payments. Since inception, oversight of the program and its underlying business rules has evolved. However, the program has not been subject to a comprehensive review to ensure that rules and processes are consistent with the intent of the program, that sufficient internal controls are in place, and that no significant gaps exist. This initiative undertakes such a review.

Expected Benefit/Impact:

A comprehensive review will enable the DoD to implement enterprise-wide changes to ensure that transportation billing and payment processes are efficient, effective, and meet DoD internal and external financial requirements.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

Performance measures will be developed upon identification of courses of action in the Transportation Business Payment Rules assessment report.

FY07 Level:

N/A

FY10 Target:

TBD

Goal:

TBD

Measurement System:

TBD

Milestones:

Apr 2008: Award contract for review of TPPS
Nov 2008: Complete review and present recommendations
Jan 2009: Develop and coordinate plan to implement business rule improvement

Adaptive Planning and Execution (APEX) for Logistics

Description:

Provides joint logistics planning guidance for the completion of the assigned planning task(s). Key to this initiative is to provide the logistical implementation to strategic planning in an adaptive environment.

Expected Benefit/Impact:

Logistics operations planning processes must be developed, evaluated, and implemented to support strategic and operational employment of Joint, Multinational and Coalition capabilities.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

FY07 Level:

Not provided.

FY10 Target:

Not provided.

Goal:

Not provided.

Measurement System:

Not provided.

Milestones:

1Q FY08: Develop adaptive planning (AP) Capabilities Portfolio Framework that lays the foundation for current and future Adaptive Planning and Execution capabilities.

2Q FY08: AP Concept of Operations describing current capabilities requirements and synchronizes ongoing APEX activities.

3Q FY08: Begin refinement of AP process architecture and establish Key Performance Parameters.

4Q FY08: Develop AP PPBES strategy and products as part of the Command & Control Capability Portfolio Manager (C2CPM) portfolio. Draft AP Joint Functional Concept that identifies future Adaptive Planning and Execution capabilities focusing on Combatant Commander requirements in year 2015 and beyond.

Joint Contingency Contract Support Office

Description:

The Joint Contingency Contracting Support Office (JCCSO) participates in the Combatant Commanders' deliberate planning process to develop and maintain a set of rules, tools, and processes necessary to plan, oversee, and manage contingency contracting operations in support of a deployed Joint Force Commander (JFC). The JCCSO will review operation plans (OPLANs) and concept plans (CONPLANS) on a continuous basis to ensure early identification and inclusion of contract requirements and contractors in the deliberate planning process. The JCCSO will be manned at around 25 full-time permanent military, civilian, and contractor personnel at a selected host command. Assigned personnel will be functional experts and liaison personnel will be assigned from appropriate agencies. The JCCSO will provide initial fly-away response contracting teams to establish an initial operating capability to the JFC and will be responsible for coordinating and monitoring all contractor presence in the joint operating area (JOA). As the operation matures and on order, the JCCSO will be upgraded to a Joint Contracting Center (JCC) to enable the coordination of multiple lines of communications required during Phase Four or Security, Stability, Transition, and Reconstruction Operations (SSTRO).

JCCSO capabilities include the following:

- Timely identification of requirements and shortfalls
- Ability to synchronize component capabilities
- Documented procedures (SOPs)
- Coordinated contractor management (the ability to manage and maintain visibility of associated contractor personnel providing support to the joint force in a designated operational area):
 - o Conduct contractor management planning
 - o Prepare for deployment/redeployment
 - o In-theater contractor personnel management
 - o Government provided support
 - o Coordinate other governmental agency contract actions.
- Improved contract support integration (the ability to synchronize and integrate contract support being executed in a designated operational area in support of the joint force):
 - o Conduct contract support integration planning
 - o Identify and synchronize in-theater requirements
 - o Develop contract instruments
 - o Execute contracts
 - o Conduct contract closeout.

Expected Benefit/Impact:

1. Increase identification of theater log requirements by 50%
2. Decrease customer wait time for CL I, II and IV by 50%
3. Faster identification of theater shortfalls (current/projected)
4. Resulting work will be captured in DOTMLPF Change Recommendation which will focus on defining Joint Logistics capabilities required to effectively support Joint Operations enabled by appropriate processes, business rules, authorities, technologies and organizational constructs

Primary Logistics Tier 2 Joint Capability Area: Cross-Cutting

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.2 | \$0.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Identification of contractors in JOA performing individualized contracts for their individual service

FY07 Level:

N/A

FY10 Target:

- 90% of the JOA contractors performing joint contracting for the Joint Force Commander

Goal:

- 100% percent of the identified contractors performing joint contracts for the Joint Force Commander

Measurement System:

- Presently, no system of record is available to track joint contracts, the systems of record would have to be the individualized service contractor systems.

Milestones:

Implementation will occur by Combatant Command Requirements which will culminate in the DOTMLPF Change Recommendation submission.

Joint Experimental Deployment and Support

Description:

The Joint Experimental Deployment and Support (JxDS) concept is a family of organizational options (staff or command) designed to enhance the coordination, integration, and synchronization of operational logistics to increase force employment opportunities and alternatives. JxDS is a building-block, scalable approach that allows combatant commanders to tailor their organizations. The JxDS concept is providing capabilities through the following prototypes: Joint Force Support Component Command in U.S. Forces Korea; an Enhanced Logistics Staff in U.S. Pacific Command (USPACOM); an Enhanced Logistics Staff to synchronize interagency and U.S. military efforts in U.S. Southern Command; joint enabling the Theater Sustainment Command in U.S. Central Command; and helping to establish the Special Operations Acquisition Logistics Center in U.S. Special Operations Command to support irregular warfare.

JxDS capabilities include the following:

- Centralized joint logistics planning
- Efficient adjudication of conflicting priorities
- In-transit visibility and tracking
- Timely identification of requirements and shortfalls
- Clear understanding of component capabilities
- Ability to synchronize component capabilities
- Integrated log processes
- Improved capability to direct resources
- Documented procedures (SOPs)
- Joint mission-essential task list based logistics training
- Single logistics point of contact with effective organizational construct
- Operations/logistics coordination and integration
- Improved cross-component collaboration.

Expected Benefit/Impact:

1. Increase identification of theater log requirements by 60%
2. Decrease customer wait time for Ammunition and POL by 60%
3. Faster identification of theater logistics shortfalls (current and projected)
4. Faster and more effective prioritization to resolve theater logistics shortfalls
5. More effective adjudication of conflicting priorities;
6. Improved capability to direct theater logistics resources

Primary Logistics Tier 2 Joint Capability Area: Cross-Cutting

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$7.7 | \$4.0 | \$2.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Increased ability to plan and execute logistics support to operational maneuver, especially operational maneuver defined by distributed operations.

FY07 Level:

N/A

FY10 Target:

- Joint experimental Deployment and Support rules, tools and processes being used by all Combatant Commands
- A DOTMLPF package which is completed and accepted by the Services
- The package actually helps shape and define Joint Publication 4-0

Goal:

- Improved throughput at transportation nodes (APOD/SPOD)
- Less cost to the individual service as requirements are satisfied by the joint community
- Increased awareness of logistics shortfalls and quicker actions to either prevent or adjudicate solutions to remedy those shortfalls

Measurement System:

- Reliance on improvements to the Global Combat Support System (Joint) will help validate improvements in overall joint theater logistics.

Milestones:

Resulting work will be captured in a DOTMLPF Change Recommendation which will focus on defining Joint Logistics capabilities required to support Joint Operations. This will be enabled by new processes, business rules, authorities, technologies (tools) and organizational constructs. The Change Recommendation will be preceded by a Pre-Doctrinal Document on Joint Logistics Command and Control, outlining what must be done to fill capability gaps.

Multinational Coalition (MNC) and Interagency (IA) Deployment Planning & Movement Execution Process Improvements

Description:

USJFCOM, working closely with multiple DoD departments and coalition partners, is engaged in resolving critical interoperability, standardization, and governance actions using venues such as

- ATO/Allied Command Transformation Operational Logistics Chain Model
- JFCOM Joint Command and Control/Net-Enabled Command Capability, DISA Net-Centric Enterprise Services, Multinational Information Sharing, and Combined Enterprise Regional Information Exchange System
- Acquisition and Cross Servicing Agreements Management and Oversight
- NATO Asset Tracking Working Group
- Multinational Interoperability Committee and Logistics Multinational Interoperability Working Group
- Logistics Information Management Group
- Logistics Staff Meeting
- Senior NATO Logistics Conference and Senior Logistics Steering Board.

In addition, USJFCOM has teamed with eight nations to include NATO in a two-year experiment (FY08/09) to develop and test a Multinational Logistics Concept of Operations that describes an organizational structure, processes and accessible tools to efficiently and effectively share logistical resources in support of a multinational comprehensive approach.

Expected Benefit/Impact:

Combatant Commanders require an improved capability to identify, plan, and manage multinational (MN), interagency (IA), international organization (IO), and nongovernmental organization (NGO) coalition deployment, force rotation, redeployment, and sustainment requirements during time-phased force and deployment data (TPFDD) development, validation, and movement execution in an end-to-end manner.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

Not provided.

FY07 Level:

Not provided.

FY10 Target:

Not provided.

Goal:

Not provided.

Measurement System:

Not provided.

Milestones:

FY08:

- Create a multinational coalition force requirements identification and deployment process guide in the form of a Chairman of the Joint Chiefs of Staff (CJCS) Guide paralleling the CJCS 3122 series
- Adopt Coalition Deployment Planner (CDP) as the standard tool to support the process for all combatant commanders' operations involving multi-national (MN) and coalition forces, and field CDP on the Combined Enterprise Regional Information Exchange System (CENTRIXS)
- Evaluate and modify the ability to adapt CDP capability tool to meet requirements for the deployment of assets from the Coalition, Interagency and Non-Governmental Organizations

Single Load Planning Capability (SLPC)

Description:

SLPC targets load-planning for mobile/secondary loads, containerization, rail, air, and sea, as well as load out planning for rail heads and marshalling/staging locations at port activities. The deployment planning and execution community continues to lag in effectively performing load-planning activities with existing automated applications. In addition, there is an enduring effort to maximize current deployment load-planning capability by providing an enterprise single source solution for all load planning activities. This capability will provide coherent input and output IAW the JDDE efforts that seek to resolve DoD's lack of an integrated, networked, end-to-end deployment, and distribution capability.

SLPC capabilities include the following:

- Use a single system to enter all load planning information and develop load plans for the sourcing organization
- Maintain and operate a single system (vice multiple systems that perform the same basic functions) and simplify training for those sourcing organizations that must use this capability
- Single sign on capability
- Provide dynamic data capability to access and drill down on detailed information
- Ensure data quality and consistency of information contained in the load planning system
- Information sharing with all applicable systems that use or support load planning, specifically for unit movements conducted via time-phased force and deployment data.

Expected Benefit/Impact:

To operate from an enterprise level in a net-centric environment that allows data to be shared to effectively support activities across the Joint Deployment and Distribution Enterprise (JDDE). The SLPC initiative targets load planning personnel and equipment by all modes. as well as planning for staging, marshalling, and call forward areas at rail heads and port activities. SLPC addresses all of these areas with a strategy that effectively supports the joint user community with a common tool for conveyance load planning activities.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|--------|-------|-------|-------|
| \$2.0 | \$1.0 | \$10.0 | \$0.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Capability to load plan all modes of movement in support of 72 hour TPFDD requirements for deployment and distribution processes

FY07 Level:

- Sea - FOC, System of Record (ICODES)
- Air / Rail - Prototype (ICODES v5.3.4)

FY10 Target:

- ICODES GS - GAT - all modes FOC and ready for fielding and NET

Goal:

- Meet performance measure in a net-centric environment, supporting TAV and C2 processes at all levels of command

Measurement System:

- Integrated Computerized Deployment System (ICODES) Automated Air Load Planning System (AALPS)

Milestones:

Spiral 0

FY08: 120 days

- Rail-loader plug-in advances from prototype to Initial Operational Capability (IOC)
- Air-loader plug-in advances from concept to prototype
- Update documentation as required
- Develop and document and sign all interface agreements required
- Develop and sign Concept of Operations (CONOPS)
- Develop new training program for rail and air loaders

Spiral 1

FY08-09: 150 days

- Rail-loader plug-in advances from IOC to Full Operational Capability (FOC)
- Air-loader plug-in advances from prototype to IOC
- Update documentation as required
- Develop conveyance estimator plug-in to IOC

Spiral 2

FY09: 180 days

- Air-loader plug-in advances from IOC to FOC
- Update documentation as required Conveyance estimator plug-in advances from IOC to FOC
- Update training program for new plug-ins

FY09-FY10:

- Develop mediating layer web services
- Develop virtual data layer (fully leverage Integrated Data Environment (IDE) Global Transportation Network (GTN) Convergence (IGC))

Government Acceptance Testing: 120 days

- Expected to occur in FY10 with full fielding to follow

Automatic Identification Technology (AIT)/Radio Frequency Identification (RFID)

Description:

As the Distribution Process Owner (DPO), USTRANSCOM facilitates asset visibility requirements with OSD, the Services, DLA, and other governmental agencies to ensure harmony of effort.

Expected Benefit/Impact:

Asset visibility will enable the warfighter and transportation and supply personnel to have real-time insight into the status of assets throughout the entire supply chain, resulting in flexibility and confidence in the DoD supply chain. Better asset visibility will increase efficiency throughout the distribution process in myriad ways, including the reduction of duplicate orders, timeliness and accuracy of shipping and receiving information, the minimization of lost/misrouted shipments, and the reduction of "just in case" inventories. Automatic Identification Technology (AIT) is an enabler toward that end.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|---------|---------|---------|---------|---------|---------|
| \$119.0 | \$119.0 | \$123.0 | \$126.0 | \$129.0 | \$128.0 |

Performance:

Measure:

- Improve Reliability of Distribution
- Improve Warfighter and Supply Chain Manager Visibility of Distribution Information

FY07 Level:

Not provided.

FY10 Target:

- Begin Spiral 2 of the DoD AIT Implementation Plan
- Active RFID Migration Complete 2010

Goal:

Not provided.

Measurement System:

Not provided.

Milestones:

Jun 2007: Publish DoD Automatic Identification Technology Concept of Operations for Supply and Distribution Operations (DoD AIT CONOPS)

Feb 2008: DoD Automatic Identification Technology Implementation Plan for Supply and Distribution Operations (DoD AIT Implementation Plan) - Publication Expected

FY10: Active RFID Migration Complete

FY15: Fully implement DoD AIT CONOPS vision

Defense Transportation Coordination Initiative (DTCI)

Description:

Through this initiative, USTRANSCOM will partner with a world-class transportation services provider (Menlo Worldwide Government Services) to manage CONUS second destination freight distribution for DLA and selected Service shipping locations. Leverage winning coordinator's existing commercial freight volume with DoD's large freight volume utilizing the "best practices" from both to achieve efficiencies in distribution and associated cost savings.

Expected Benefit/Impact:

- Save transportation funds
- Projected savings in excess of 15% (\$250M annual spend)
- Consistent quality performance
- Enhance in-transit visibility
- Consistent delivery confirmations, delayed-en-route messages
- Access to winning coordinator's commercial tracking system
- Easier shipment process
- One call for Transportation Officers – guaranteed pick-up....

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Approximately 21 Full Time Equivalents and Government personnel. Funding is in Distribution Process Owner initiatives.

Performance:

Measure:

- On time pickup
- On time delivery
- On time delivery
- Loss and damage free shipments
- Loss and damage claims: % of all claims closed within 90 days
- System Availability
- Small business subcontracting

FY07 Level:

N/A

FY10 Target:

- On time pickup: 98%
- On time delivery: 98%
- On time delivery: 98%
- Loss and damage free shipments: 98%
- Loss and damage claims: 99% of all claims closed within 90 days
- System Availability: 99%
- Small business subcontracting: – Base year - 20% – Year 2 - 23% – Year 3 - 25%

Goal:

Same as FY10 target

Measurement System:

- We have contracted with Metrics Analysts who will perform this function as well as Menlo providing their own metrics analysts
- With these two metrics collection entities there will be cross check and comparison to identify any inflated numbers or gross errors due to algorithmic error or error in computation

Milestones:

By Apr 2008: 1st 3 DLA Sites implemented

By Nov 2008: 1st Service Sites implemented

Director of Mobility Forces-Surface

Description:

DM4-S provides the Combatant Commander with a joint capability to synchronize and coordinate joint surface theater distribution in accordance with operational priorities.

Expected Benefit/Impact:

DM4-S initiative is a solution for shortfalls identified in the Theater Enterprise for Deployment and Distribution (TED2) and tasks identified in the Joint Logistics (Distribution)- Joint Integrating Concept (JLD-JIC) and the related Initial Capabilities Document

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*3 Full Time Equivalents for continuing JDDOC development, assessment and implementation.

Performance:

Measure:

- Improve Customer Wait Time
- Improve Reliability of Distribution
- Improve Warfighter visibility of distribution information
- Measure efficiency of distribution

FY07 Level:

- Participation in Joint Exercises and further concept development

FY10 Target:

- Operational and prepared to support CCDRs as needed

Goal:

- Fully implemented capability to support theater logistic commands

Measurement System:

- Joint Deployment and Distribution Enterprise (JDDE) Performance Metrics Framework (PMF)

Milestones:

Jan 2008: DM4-S Template released to TCCs

Feb 2008: Provide DM4-S capabilities for TED2 Functional Solutions Analysis

Sep 2008: Draft DCR

FY09: Completion of DCR

FY10: JCB submission and final JROC Approval

Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC)

Description:

The ILAR initiative includes airland, airdrop and slingload operations and is a holistic approach to aerial resupply involving a suite of interrelated capabilities and enablers. It is a key component of theater distribution that provides the required supplies at the right place, at the right time, in the right amount, and in the right configuration. The ILAR suite of capabilities includes: aerial resupply using fixed, rotary, and unmanned aircraft; a growing array of innovative delivery systems, such as the Joint Precision Airdrop System (JPADS), Enhanced Container Delivery System (ECDS), Low-Cost Low-Altitude Aerial Resupply System (LCLA), and the Freedrop Packaging Concept Project (FPCP); innovative distribution concepts like Configured Loads; advanced packaging and containerization technologies compatible with the DoD supply chain; and technology integration such as Automatic Identification, which facilitate and enhance logistics responsiveness and support to the Combatant Commander. JPADS and ECDS are both programs of record included in ILAR:

- JPADS represents the U.S. Army's next generation of cargo aerial delivery. The system provides autonomous guidance of loads dropped from 25K feet mean sea level (MSL) at increments of 2000, 10,000, and eventually 30,000 pounds. JPADS will allow precise delivery of critical supplies to the Warfighter on the ground while allowing aircraft delivering payloads to fly at significantly safer altitudes. Both the 2K and 10K are included in the Army FY09 budget submission.

- ECDS is an air cargo container compatible with JPADS and legacy air drop systems. ECDS will provide the capability to air deliver multiple supply containers (weighing from 501 pounds up to 2,200 pounds) accurately from aircraft flying at low, medium, and high altitudes. Delivery altitudes are determined by the threat that delivery aircraft must counter. The ECDS is capable of 10,000 pounds per system and is not restricted to airdrop from 1,100 feet above ground level, as are current Container Delivery Systems (CDS). ECDS will use a 463L compatible pallet that is forkliftable and slingloadable.

Expected Benefit/Impact:

Increased logistics information sharing across DoD. Consistent access to common authoritative data Improved reliability and responsiveness for data exchange needs. Enhanced materiel visibility across the logistics pipeline. Integrated defense supply chain, logistics, transportation, and distribution-related data and information technology services.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|--------|--------|-------|-------|-------|
| \$2.7 | \$25.1 | \$34.9 | \$6.0 | \$0.0 | \$0.0 |

Performance:

Measure:

- Interoperability

FY07 Level:

N/A - Program stands up in FY08

FY10 Target:

- Overall, 95% of all data maintained by IGC will be 100% accurate and will be available for query by the operational user within 20 minutes after receipt by IGC
- Within any 30-minute period, 85% of that data received by IGC will be available in IGC

Goal:

- Overall, 95% of all data maintained by IGC will be 100% accurate and will be available for query by the operational user within 20 minutes after receipt by IGC
- Within any 30-minute period, 85% of that data received by IGC will be available in IGC

Measurement System:

- IDE/GTN Convergence (Reports)

Milestones:

Jun 2006: Analyze convergence opportunity
Sep 2006: Contract For Pre-Planned Product Improvements to GTN
Jun 2007: GTN/P3I Motor Carrier Compliance (MCC) Concept Demonstration
Sep 2008: IGC IOC on track
Sep 2010: Sunset GTN

Joint Deployment Distribution Operations Center (JDDOC)

Description:

JDDOC will provide COCOMs with a joint theater logistics capability (supply, transportation, and distribution) for command and control of forces and materiel moving into and out of the theater. Two major elements, besides the structure, are determining the tasking authority and ensuring improved asset visibility to the COCOMs joint logistics entity.

Expected Benefit/Impact:

JDDOC provides a joint organization that prioritizes, synchronizes, integrates, and coordinates theater transportation and distribution functions and resources for the geographic combatant commanders. The JDDOC bridges the seams in the strategic and theater segments of the global distribution system.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*3 Full Time Equivalents for continuing JDDOC development, assessment and implementation.

Performance:

Measure:

- Cost avoidance
- Customer wait time
- Reliability, efficiency and visibility of distribution

FY07 Level:

- Operational JDDOC at each GCC except for AFRICOM

FY10 Target:

- Fully operational JDDOC at each geographic CCDR using common systems and best practices

Goal:

- Fully implemented capability to support theater distribution

Measurement System:

- Joint Deployment and Distribution Enterprise (JDDE) Performance Metrics Framework (PMF)

Milestones:

Mar 2008: Publish Template Edition 3

Oct 2008: DCR Approach 1: Establish JDDOC at each GCC (Complete except for AFRICOM)

Apr 2009: DCR Approach 2: Incorporate JDDOC into joint doctrinal publications

Oct 2008: DCR Approach 3: Incorporate JDDOC into joint doctrinal publications

Apr 2009: DCR Approach 4: Institutionalize JDDOC into senior leader development and JPME

Theater Enterprise Deployment and Distribution (TED2) - Joint Deployment and Distribution Enterprise (JDDE) Common Theater-Level Joint D2 Control Capability Template

Description:

A DPO-led initiative (JROC tasking) to “develop a common capability template for theater joint D2 control, ensuring full integration with joint distribution ops” of the JDDE.

Expected Benefit/Impact:

Implementation of common joint theater-level D2 capabilities (achieved through common IT support and application of commonly defined/accepted processes, adhering to defined/accepted business rules, with clarified organizational roles/responsibilities) across all theaters, integrated into the strategic segment of the JDDE, will markedly improve the operational performance and agility of the JDDE as well as the efficiency/use of DOD materiel and lift assets.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Planned Resources (\$ in millions):

| FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------|-------|-------|-------|-------|-------|
| \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

*Financial Resource Figures - TBD during Functional Solutions Analysis.

Performance:

Measure:

- TED2 is in conceptual phase
- Specific performance measurements are not developed - they will be directly linked to the performance measurements and standards in the approved JL (D) JIC

FY07 Level:

OBE

FY10 Target:

- TED2 is in conceptual phase - 2010 performance targets not developed - when developed they will link to performance measurement and standards in the approved JL (D) JIC

Goal:

- Common capabilities to accomplish D2 control functions in all theaters, which support unity of effort and drive integration among Enterprise partners.

Measurement System:

Not provided.

Milestones:

Mar 2008: TED2 Approval

Sep 2008: FSA completed

TBD: Capability Development and Financial Costs

Appendix H:

Programs of Record Supporting Logistics JCA Goals and Objectives

This appendix lists and provides detailed descriptions of ongoing programs that improve the Department's logistics capabilities and capacity.

List of Programs

Below is the list of programs identified by the Military Services and Combatant Commands.

Air Force

- C-130 Avionics Modernization Program (AMP)
- C-130J Hercules
- C-17
- C-5 Avionics Modernization Program (AMP)
- C-5 Reliability Enhancement Re-engining Program (RERP)
- Cargo Movement Operating System (CMOS)
- Expeditionary Combat Support Systems (ECSS)
- Halvorsen Loader
- KC-135 GATM Upgrade Program
- KC-X Tanker Replacement Program

Army

- Advanced Aviation Forward Area Refueling System (AAFARS)
- All Terrain Lifter, Army System (ATLAS)
- Army Watercraft Modifications
- Assault Hoseline System (AHS)
- Automatic Identification Technology (AIT)-Radio Frequency In-Transit Visibility (RF-ITV)
- Aviation Mission Planning System
- Battle Command Sustainment and Support System (BCS3)
- CH-47 Cargo Helicopter Mods
- Combat Service Support Automated Information Systems Interface (CAISI)
- Distribution Systems, Petroleum and Water
- Family of Heavy Tactical Vehicles (FHTV)
- Family of Medium Tactical Vehicles (FMTV)
- Forward Repair System (FRS)
- Fuel System Supply Point (FSSP)
- Future Combat System-(FCS-) Maintenance and Recovery Vehicle (FMRV)
- Future Combat System-(FCS-) Multifunction Utility/Logistics Equipment (MULE)
- Global Combat Support System-Army Field/Tactical (GCSS-Army F/T)
- Joint High Speed Vessel-A (JHSV)
- Logistics Information Warehouse (incl. ILAP and LIDB)
- Logistics Modernization Program (LMP)
- Maintenance Support Device-(MSD-) Version II

- Movement Tracking System (MTS)
- Next Generation Automatic Test System (NGATS)
- Palletized Load System (PLS)
- Product Lifecycle Management Plus (PLM+)
- Property Book Unit Supply Enhanced (PBUSE)
- Radio Frequency Identification–Integrated (RF-ITV-I)
- Rough Terrain Container Handler (RTCH)
- Shop Equipment Contact Maintenance–Light Weight (SECM LW)
- Shop Equipment Welding Trailer (SEW)
- Standard Army Ammunition System–Modernization (SAAS-MOD)
- Standard Army Maintenance System (SAMS-E)
- Standard Army Retail Supply System (SARSS-1, 2AC/B, and Gateway)
- Standard Automotive Tool Set (SATS)
- Transportation Coordinators’–Automated Information for Movements System II (TC-AIMS II)
- Truck, Tractor, Line Haul, M915/M916
- Unit Level Logistics Systems–Aviation (ULLS-A)
- Very Small Aperture Terminal (VSAT)

Marine Corps

- Automatic Identification Technology (AIT)
- Autonomic Logistics (AL)
- Global Combat Support System–(GCSS-) MC

Navy

- C-9 Replacement Program (C-40A)
- Consolidated Automated Support System (CASS)
- Distance Support
- Joint High Speed Intra-Theater Surface Lift (JHSV)
- KC-130J
- Lewis and Clark Class (T-AKE) Dry Cargo/Ammunition Ship
- Maritime Prepositioning Force (Future) (MPF [F]) (Mobile Landing Platforms/Auxiliary Cargo & Ammo Ships (TAKE)
- Naval Tactical Command Support System (NTCSS)
- Navy Enterprise Resource Planning (ERP)
- Ordnance Information System (OIS)

USTRANSCOM

- Agile Transportation for the 21st Century (AT21)
- Joint Task Force–Port Opening (JTF-PO) Aerial Port of Debarkation (APOD) and Seaport of Debarkation (SPOD)

Descriptions of Programs

The pages that follow provide detailed descriptions of the programs identified by the Military Services and Combatant Commands. RDT&E and procurement funding data were obtained from a number of sources. Principal sources include the President’s FY09 Budget and program manager inputs.

C-130 Avionics Modernization Program (AMP)

Description:


The C-130 Avionics Modernization Program (AMP) modernizes the Air Force's C-130 Combat Delivery aircraft with a common avionics suite and standardized cockpit configuration. The program improves global access and deployability by consolidating and installing the mandated DoD navigation/safety modifications, Global Air Traffic Management (GATM) systems, and C-130 Broad Area Review requirements. These mandated modifications are incorporated with various other Reliability, Maintainability, and Sustainability (RM&S) upgrades to include TCAS, TAWS, replace APN-59 and APQ-175 radars, replace N-1/C-12 compass, provide dual autopilots, install dual flight management systems and provide HF/UHF/VHF datalink. AMP modernization will improve C-130 reliability and give the C-130 fleet complete access to international air space. It will also upgrade the aircraft with new avionics suites and other cockpit equipment to bring costs down, eliminate training problems, and improve aircrew interoperability.

Expected Benefit/Impact:

The C-130 AMP's common avionics suite and standardized cockpit configuration and ensures C-130 global access and deployability. The C-130 AMP uses an open-system avionics architecture, which integrates highly reliable off-the-shelf digital avionics from the Boeing 737 Next Generation commercial airliner and the Boeing C-17 Globemaster III airlifter. This architecture facilitates the integration of future upgrades and minimizes the impact of future obsolescence issues by easily integrating future upgrades and replacements; establishes a common spares base across all USAF C-130 platforms; promotes interoperability among allies and provides training commonality. The program will spur cost savings by eliminating the need for a navigator and reducing the crew size from four to three. Cockpit standardization allows mission planners to schedule crews from one aircraft to another while the redesigned cockpit decreases the workload and increases the safety of the crew during times of stress.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 011 | |
| | Acquisition Category: | |
| | ACAT ID | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|---------|
| RDTE (\$M) | \$246.4 | \$172.6 | \$129.1 | \$47.5 | \$12.9 | \$9.9 |
| Procurement (\$M) | \$28.6 | \$149.1 | \$296.3 | \$247.8 | \$277.5 | \$315.1 |
| Deliveries | 0 | 2 | 8 | 8 | 8 | 15 |
| Inventory | 0 | 2 | 10 | 18 | 26 | 41 |

C-130J Hercules

Description:


The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard, and Air Force Reserve Command—fulfilling a wide range of operational missions in both peace and war. The C-130J substantially modernizes aging C-130 fleet. It provides increased operational capability, including an integrated state of the art commercial avionics architecture allowing for reduced aircrew and maintenance personnel.

Expected Benefit/Impact:

The aircraft provides increased operational capability and availability through the use of an integrated state of the art commercial avionics architecture, modern diagnostic and prognostic systems, and modern manufacturing techniques. This results in a reduced aircrew size, the need for fewer maintenance personnel, and a higher operational availability.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 010 | |
| | Acquisition Category: | |
| | ACAT 1C | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|---------|
| RDTE (\$M) | \$74.2 | \$52.8 | \$42.6 | \$60.5 | \$60.5 | \$60.5 |
| Procurement (\$M) | \$753.7 | \$161.4 | \$709.4 | \$752.1 | \$770.7 | \$666.9 |
| Deliveries | 7 | 6 | 10 | 4 | 8 | 8 |
| Inventory | 68 | 74 | 84 | 88 | 96 | 104 |

C-17

Description:


The C-17 Globemaster III is the newest, most flexible cargo aircraft to enter the airlift force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment areas. It can perform the entire spectrum of airlift missions and is specifically designed to operate effectively and efficiently in both strategic and theater environments. The load options include troops and outsized/oversized/palletized cargo. The aircraft can perform tactical airlift and airdrop missions and can also transport litters and ambulatory patients during aeromedical evacuations. The C-17 is designed to provide direct delivery of cargo loads to austere airfields, as close as possible to the user's specified final destination. Consequently, the C-17 can land with up to 160,000 lbs payload on austere runways as small as 3,000 feet by 900 feet. It reduces ground time during airland operations and uses standard airfields and delivery modes.

Expected Benefit/Impact:

Reliability and maintainability are two outstanding benefits of the C-17 system. Current operational requirements impose demanding reliability and maintainability. These requirements include an aircraft mission completion success probability rate of 92 percent, only 20 aircraft maintenance man-hours per flying hour, and full and partial mission availability rates of 74.7 and 82.5 percent, respectively.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 012 | |
| | Acquisition Category: | |
| | ACAT IC | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 6/1/2009 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|---------|
| RDTE (\$M) | \$181.7 | \$238.0 | \$218.1 | \$208.5 | \$224.7 | \$225.4 |
| Procurement (\$M) | \$471.8 | \$993.3 | \$855.3 | \$688.6 | \$627.9 | \$833.5 |
| Deliveries | 8 | 14 | 0 | 0 | 0 | 0 |
| Inventory | 176 | 190 | 190 | 190 | 190 | 190 |

C-5 Avionics Modernization Program (AMP)

Description:


This program installs digital architecture; replaces unreliable/unsupportable engine/flight instruments and flight system components; installs Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) systems; and installs Secretary of Defense-directed navigation/safety equipment modification for the Terrain Awareness and Warning System (TAWS) and Traffic Alert and Collision Avoidance System (TCAS). AMP is a prerequisite modification for C-5 RERP.

Expected Benefit/Impact:

Updates '60s avionics technology with state-of-the-art digital systems. Overall benefit is the ability to fly in the CNS/ATM airspace structure with more direct routing in order to avoid ground delays before launch and to avoid re-routing and altitude changes once in flight.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 008 | |
| | Acquisition Category: | |
| | ACAT IC | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 6/1/2015 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|--------|--------|--------|--------|
| RDTE (\$M) | \$12.5 | \$1.8 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$112.1 | \$102.6 | \$83.8 | \$76.8 | \$77.5 | \$75.3 |
| Deliveries | 13 | 14 | 12 | 12 | 11 | 7 |
| Inventory | 44 | 58 | 70 | 82 | 93 | 100 |

C-5 Reliability Enhancement Re-engineing Program (RERP)

Description:


The Air Mobility Command (AMC) is pursuing a comprehensive modernization of the C-5 that includes AMP and C-5 RERP. The AMP, which will apply to the entire C-5 fleet, replaces low-reliability avionics components and ensures Global Air Traffic Management (GATM) and Navigation Safety compliance. RERP will improve C-5 reliability, maintainability, and availability performance by replacing historically "bad actor" systems (including engines) with modern reliable components. The C-5s approved for RERP include 47 C-5Bs used for inter-theater airlift and two C-5Cs used primarily for domestic missions supporting the space program. Three C-5s already have been modernized. Aircraft completing both the C-5 AMP and C-5 RERP change model designation to C-5M.

Expected Benefit/Impact:

Increase in the C-5 wartime mission capable rate to at least 75% which improves fleet reliability and availability. The time required for C-5 programmed depot maintenance - reduced from 350 days in 2005 ago to 171 days for an aircraft completed earlier this month. The new engines increase aircraft performance by decreasing the takeoff roll, time to climb and fuel consumption and provide a ten-fold increase in engine time on wing. The C-5B RERP allows the Air Force to modify aircraft with better, newer structures with defensive systems at an overall savings to the taxpayer.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| Reliability Items Total of 50 Items | | Program Element Code: | |
|--|--|---|--|
|  | | AFP 009 | |
| | | Acquisition Category: | |
| | | ACAT ID | |
| | | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | | 1/1/2008 | 6/1/2021 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|---------|
| RDTE (\$M) | \$166.5 | \$123.2 | \$28.1 | \$20.1 | \$10.0 | \$0.0 |
| Procurement (\$M) | \$199.8 | \$638.4 | \$837.9 | \$955.2 | \$926.9 | \$932.0 |
| Deliveries | 0 | 0 | 1 | 2 | 6 | 9 |
| Inventory | 0 | 0 | 1 | 3 | 9 | 18 |

Cargo Movement Operating System (CMOS)

Description:

CMOS is a combat support system that streamlines contingency and sustainment installation-level cargo and passenger movement processes. It is a key component supporting the Joint Deployment and Distribution Enterprise (JDDE) and has been designated by USTRANSCOM and OSD/NII to meet theater distribution management and traffic management requirements of the DoD. As a result, the system is being modernized, with a web-enabled version scheduled for release in Sep 08. CMOS is currently installed at over 230 sites. It supports Air Force and Marine Corps sites worldwide and selected Navy locations. Implementation at Army activities (garrison and Movement Control Teams) started in FY07.


Expected Benefit/Impact:

Implementing CMOS across the JDDE will provide:

- common suite of tools for garrison and deployed distribution operations
- standard EDII/XML visibility transactions to Global Transportation Network (GTN) and nodal activities
- support for DoD Logistics Automated Identification Technology (AIT) initiatives
- integration with Service/Agency supply and distribution systems

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 013 | |
| | Acquisition Category: | |
| | Non-ACAT | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.9 | \$1.1 | \$1.1 | \$1.1 | \$0.0 | \$0.0 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Expeditionary Combat Support Systems (ECSS)

Description:

ECSS is a commercial off-the-shelf technology that integrates the logistics data and processes into a unified system consisting of multiple software components for logistics financials, maintenance repair, and overhaul—essentially the end-to-end supply chain. It will enable seamless flow of information across Air Force logistics enterprise. ECSS will redefine Air Force logistics business processes and information systems into a single integrated solution. The majority of Air Force retail, wholesale, and Air Logistics Center (ALC) systems and their related processes will be replaced with a single solution set of business processes, software applications, and data. ECSS will enable the transformation of Air Force Logistics Operations by guiding the redesign of business processes supported by selected, configured, and deployed information technology (IT) products. The ECSS is a multi-year program targeted to replace hundreds of legacy systems.


Expected Benefit/Impact:

Benefits expected from ERP implementation include:

- Reduction of inventory levels
- Reduction of maintenance cycles
- Reduction of clerical effort for financials
- Ability to make timely and informed decisions
- Better allocation of resources based on demand
- Improved financial management
- Improved product and data quality

Primary Logistics Tier 2 Joint Capability Area: Cross-Cutting

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 002 | |
| | Acquisition Category: | |
| | ACAT Ia | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2013 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|--------|--------|--------|--------|
| RDTE (\$M) | \$114.6 | \$189.7 | \$40.6 | \$41.1 | \$41.9 | \$42.7 |
| Procurement (\$M) | \$10.5 | \$39.2 | \$2.8 | \$2.9 | \$2.9 | \$3.0 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Halvorsen Loader

Description:

The Halvorsen Loader can support all military transport and Civil Reserve Air Fleet aircraft. It is a lightweight vehicle that can be quickly reconfigured for shipment, driven into a variety of aircraft, and rapidly redeployed to demanding operating environments. The loader is capable of interfacing with main deck and lower lobe cargo doors of all commercial and military cargo aircraft. For air transport on C-130, C-5, and C-17 military aircraft, the loader can drive on and off without ramp or cargo bay shoring. The loader is used to move cargo from loading areas to the aircraft. It can traverse paved asphalt, dirt, and gravel surfaces covered by sand, rain, mud, sleet, or snow. The deck of the loader has a powered roller system and is compatible with military 463L pallets, type V platforms, LD containers, ISO containers, and rolling stock. The Halvorsen Loader can accommodate three 463L pallets and has a deck height service range from 39 to 220 inches.

Expected Benefit/Impact:

Replaces vintage loaders and significantly increases operating capability over previous loaders.

The Halvorsen loader is designed for deployment in less than 30 minutes and is air transportable on the military's smallest cargo aircraft. The loader can reach heights ranging from 39 inches to 222 inches, the highest reach of any loader available. It is the first small loader capable of reaching the cargo doors of both military and commercial aircraft. The loader is engineered for ease of maintenance, has an outstanding record for reliability, is maneuverable, and is designed for quick buildup/breakdown. The Air Force uses the Halvorsen in air cargo operations at air bases and in mobile airlift support units.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 004 | |
| | Acquisition Category: | |
| | Other | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|------------|------------|------------|------------|------------|------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$7.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 7 or 8 | 0 | 0 | 0 | 0 | 0 |
| Inventory | 399 or 400 | 399 or 400 | 399 or 400 | 399 or 400 | 399 or 400 | 399 or 400 |

KC-135 GATM Upgrade Program

Description:

The KC-135 Stratotanker provides the core aerial refueling capability for the Air Force. It enhances the Air Force's capability to accomplish its primary missions of Global Reach and Global Power. It also provides aerial refueling support to Air Force, Navy, Marine Corps, and allied nation aircraft. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations. Global Air Traffic Management (GATM) modification includes avionics upgrades, wiring interfaces, and associated preparation activities for added communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced vertical separations are implemented.


Expected Benefit/Impact:

Enhance the operating capability of the current KC-135 fleet regarding its on-board traffic management system.

The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data link. Dual Communication Management Units (CMUs) prevent a single point of failure in the ATC data link system.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 005 | |
| | Acquisition Category: | |
| | ACAT II | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$108.2 | \$120.2 | \$8.8 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 62 | 60 | 43 | 0 | 0 | 0 |
| Inventory | 316 | 376 | 419 | 419 | 419 | 419 |

KC-X Tanker Replacement Program

Description:


The KC-X Tanker Replacement Program is an acquisition effort to replace the fleet of aging KC-135 Stratotankers, which have been in service for more than 50 years. The KC-X provides aerial refueling to United States military and coalition aircraft. The primary mission of the KC-X aircraft is the strategic tanker mission using a fuselage mounted "flying boom" and multi-point hose/drogue systems. As a strategic airlifter, the KC-X can deliver oversized military equipment into bare bases while providing performance comparable to modern commercial airliners.

Expected Benefit/Impact:

Replaces the aging KC-135 and modernizes the Air Force aerial refueling tanker fleet. Air Force aerial refueling tankers are essential to all Air Force and joint global operations. They allow the joint force to project mobility, strike, and surveillance forces anywhere and anytime without relying on intermediate bases for refueling.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | AFP 003 | |
| | Acquisition Category: | |
| | ACAT 1D | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2015 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|-----------|-----------|-----------|-----------|
| RDTE (\$M) | \$113.7 | \$831.8 | \$450.2 | \$63.8 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$61.7 | \$1,962.1 | \$2,801.5 | \$3,117.1 | \$3,010.7 |
| Deliveries | 0 | 0 | 0 | 0 | 13 | 15 |
| Inventory | 0 | 0 | 0 | 0 | 13 | 28 |

Advanced Aviation Forward Area Refueling System (AAFARS)

Description:

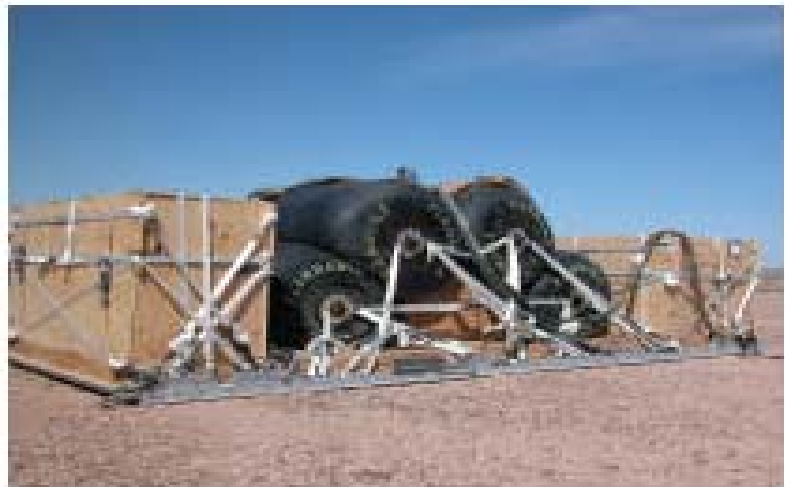
AAFARS provides rapid, simultaneous refueling to combat aircraft near the battlefield. It is a four-point refueling system that provides filtered fuel at the rate of 55 GPM to each of its four nozzles simultaneously. It can refuel four aircraft at one time, thus reducing refueling time and enhancing mission performance. AAFARS principal components are engine, pump, filter, and control modules, along with hoses, nozzles, couplings, refueling pump, fuel blivets (500 gallon drums), fire-suppression equipment, fuel spill containment berms, nozzles, and fuel test kit. AAFARS is transported inter-theater in three specialized shipping containers. AAFARS is part of the Family of Petroleum and Water Distribution Systems.

Expected Benefit/Impact:

The AAFARS is designed to fulfill the urgent requirement for forward "hot" refueling point operations. This system supports the United States Army Reserve (USAR) and Army National Guard (ANG) units as well as Future Force Systems used in Aviation Detachment and Future Combat System (FCS) Interface. This system is a Modular Force and FCS complementary system. Current funding and requirements for AAFARS replaces the Forward Area Refueling System (FARE) in aviation units only.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 057 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|--------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$5.5 | \$11.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 410 | 0 | 0 | 0 | 0 | 0 |
| Inventory | 410 | 410 | 410 | 410 | 410 | 410 |

All Terrain Lifter, Army System (ATLAS)

Description:

The All-Terrain Lifter, Army System (ATLAS) is a family of C-130 transportable 10,000 lbs and 5,000 lbs capacity variable reach rough terrain forklifts. The 10,000 lbs is capable of performing all mission requirements and meets EPA Tier III emissions requirements, with increased reliability and survivability. It operates in all terrains, has cross country mobility, and a road speed of 23 MPH. Its primary missions include handling all classes of supply, stuffing and un-stuffing standard Army pallets in 20-foot ISO containers, and handling break-bulk cargo and loads weighing up to 10,000 lbs on Air Force 463L pallets. It is a key component to the Army's Container Oriented Distribution System, which is essential to the deployment of a CONUS-based Army and sustainment of a deployed force. The ATLAS forklift supports units from seven Army branches (Transportation, Quartermaster, Ordnance, Missile & Munitions, Engineer, Aviation and Medical). The ATLAS forklift mobility allows it to support the Brigade Combat Teams (Unit of Action) and it is a critical asset supporting an Expeditionary Army. ATLAS has been identified as a key component under the Army's new modular force concept, and as a complementary support system to the Army's Future Combat Systems (FCS). Crew survivability is being addressed in accordance with the Army's Long Term Armor Strategy (LTAS). ATLAS is a military-unique vehicle. Commercial forklifts cannot meet the military requirements nor the Key Performance Parameters identified in the ATLAS requirements document.

Expected Benefit/Impact:

ATLAS II forklifts and will continue to upgrade the Army's material handling fleet by replacing 6,000 LB and 10,000 LB capacity rough terrain forklifts that have an average age of 30+ years. The technology improvement of the ATLAS II system enable proven capability, supportable, reliable forklifts that can perform all of the Army's material handling mission requirements, essential to the deployment of a CONUS based Army and to the sustainment of a deployed force. Also procures 5,000 LB Light Capability Rough Terrain Forklifts to replace outdated 4,000 LB forklifts in the Army's Family of Forklifts fleet.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 007 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$39.5 | \$49.0 | \$52.1 | \$13.2 | \$9.2 | \$0.0 |
| Deliveries | 233 | 246 | 274 | 74 | 51 | 0 |
| Inventory | 1,595 | 1,841 | 2,115 | 2,189 | 2,240 | 2,240 |

Army Watercraft Modifications

Description:












FY09 funds will support modification of the Logistics Support Vessel (LSV) and Landing Craft Utility (LCU) 2000 watercraft. Those modifications result from the Uniform National Discharge Standards (UNDS) and Item Unique Identification (IUID) regulations. Upgrades/modifications to the Landing Craft Mechanized 8, Army Floating Craft (Modular Causeway System, Large Tug, Small Tug, and Barge Derrick), and Maritime Integrated Training Simulator (MITS) may be required to resolve any safety and/or sustainability issues. These upgrades will extend the service life of affected systems, gain critically required operational improvements, and maintain compliance with new federal legal mandates in the areas of safety and environmental protection.

Expected Benefit/Impact:

Funds modification of the Logistics Support Vessel (LSV) and Landing Craft Utility (LCU) 2000 watercraft. Required modifications resulting from the Uniform National Discharge Standards (UNDS) and Item Unique Identification (IUID) regulations. Upgrades/modifications to the Landing Craft Mechanized 8, Army Floating Craft (Modular Causeway System, Large Tug, Small Tug, and Barge Derrick), Maritime Integrated Training Simulator (MITS) resolves any safety and/or sustainability issues. These upgrades will extend the service life of affected systems, gain critically required operational improvements, and maintain compliance with new federal legal mandates in the areas of safety and environmental protection.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | | | | |
|--|--|--|--|--|--|
| <div> <div>1 </div> <div>2 </div> <div>3  </div> <div>4     </div> <div>5  </div> </div> | | | | | |
| Principal capabilities: 1. Intratheater movement/maneuver of forces/materiel 2. Degraded port access – ship to port 3. Sea port operations 4. Access to “no port” areas – ship to beach 5. Damaged seaport/vessel repair & salvage 6. Army watercraft repair in theater | | | | | |
| Program Element Code: | | | | | |
| ARP 018 | | | | | |
| Acquisition Category: | | | | | |
| Not provided | | | | | |
| Initial Operating Capability (FY): | | | Full Operating Capability (FY): | | |
| 1/1/2008 | | | | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$28.5 | \$26.4 | \$31.4 | \$17.5 | \$15.6 | \$16.2 |
| Deliveries | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

Assault Hoseline System (AHS)

Description:

The Assault Hoseline System (AHS) is a mobile fuel distribution system. It has been enhanced with a rapid retrieval system to move fuel from a storage point to a distribution point or another storage point. It consists of 14,000 feet of 4 inch fuel hose, along with couplings, valves, and other related equipment. It has a "throughput" rate of 350 gallons per minute (GPM). The majority of these systems will be fielded to United States Army Reserve (USAR) units. The AHS is a transformational system that meets bulk fuel transfer requirements for the modular force. The AHS is part of the Family of Petroleum and Water Distribution Systems.

Expected Benefit/Impact:

The AHS transfers large quantities of fuel. It supports the Petroleum Quartermaster (QM) modular force warfighting capabilities. These systems are the Army's primary means of distributing and issuing bulk petroleum. The Army cannot fight without clean fuel. These systems enables the Army to achieve its transformation vision by providing highly mobile and self-sustaining equipment to hostile theaters of operation. Bulk water and fuel accounts for the majority of all logistical tonnage moved into theater. The Army has responsibility for all inland distribution of fuel to include support to other services. The ability to rapidly, efficiently, and safely distribute fuel on the battlefield is a critical combat enabler.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 056 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$3.4 | \$3.1 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 78 | 14 | 0 | 0 | 0 | 0 |
| Inventory | 78 | 92 | 92 | 92 | 92 | 92 |

Automatic Identification Technology (AIT) - Radio Frequency In-Transit Visibility (RF-ITV)

Description:

AIT comprises a suite of tools and devices (barcodes, contact buttons, RFID tags, fixed and mobile scanners, imagers, and readers) that collect, aggregate, and transport data to enable accurate, timely visibility of assets in motion and at rest and to enable hands-free transaction processing to automation information systems. A major deployed AIT capability is the Radio Frequency In-Transit Visibility (RF-ITV). RF-ITV is a system of strategically positioned infrastructure providing automated near and real-time in-transit visibility of equipment and supplies by integrating radio frequency identification and satellite global positioning systems devices (MTS, VISTAR). RF-ITV shares location information to 35 Army (BCS3, SAAS-MOD, SARSS) and DoD logistics systems (GTN, AV, IGE, WPS, GATES) to provide logisticians with decision-making information to support the warfighter. RF-ITV also integrates logistics visibility across the joint-coalition spectrum by providing support to the UK, AUS, Canada, and NATO militaries. Integration of other AIT capabilities enable RF-ITV to provide security and environmental condition monitoring of sensitive and perishable shipments in transit and in storage. The use of AIT devices supports the business mission areas of depot maintenance, overhaul, and repair as part of RESET, flight line maintenance and flight safety critical part pedigree management, and item unique identification (IUID) for property accounting. Designed to provide hands-free, accurate, and timely data collection and reporting, AIT-enabled logistics operations facilitate transformation of processes to support the Single Army Logistics Enterprise (SALE), Enterprise Resource Planning (ERP).

Expected Benefit/Impact:

Standardized /interoperable asset visibility information captured through hands-free RFID and GPS devices and shared as a single authoritative source to 35 DoD and coalition systems (BCS3, GTN, WPS, GATES, LIW) in near-real time. Attain greater accuracy and timeliness of reporting the location of supplies and equipment within the strategic distribution system that commanders require for actionable decision-making. Increase warfighter 'confidence' in the supply system by providing transaction level visibility of shipments inside the Defense Transportation System. Reduce loss, delay, spoilage, theft, and misrouting of materiel. Improve management of RESET programs by tracking retrograde materiel from collection to the repair facility. Critical enabling capability for achieving Logistics Transformation and data quality in the SALE ERPs. Provides an agile, responsive capability to special missions; MRAP, personal effects, and unit deployment / redeployment. The primary means of data capture from RFID tagged shipments and satellite GPS systems (MTS, Agility) and sharing to 40 systems including BCS3. Critical capability for achieving objectives of the Army Campaign Plan, COCOM 129 Requirements, and the JSJ-4 'Top 9' warfighter requirements.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| | |
| <i>Acquisition Category:</i> | |
| ACAT III | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$72.9 | \$83.5 | \$86.1 | \$91.6 | \$50.5 | \$57.7 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Aviation Mission Planning System

Description:


The AN/TYQ-77 Aviation Mission Planning System (AMPS) is a subordinate system of the Army Battle Command System, Maneuver Control System (MCS). AMPS software is hosted on a portable ruggedized workstation, Lightweight Computer Unit (LC), under the Army Common Hardware/Software (CHS) contract, with peripheral devices such as the data transfer system, printer, MO drive, and CD-ROM drive. The AMPS automates battalion and company mission planning and distribution of mission files between units. It also provides mission data loading into the aircraft for navigation, communications, weapons, and post mission information.

Expected Benefit/Impact:

AMPS is a mission planning/battle synchronization tool that automates aviation mission planning tasks, including tactical command and control, mission planning, and flight planning. It interfaces with Army Battle Command Systems (ABCS) and associated networks which furnish the aviation commander with continuous situational awareness, allowing the commander to rapidly adjust mission plans.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 036 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$19.0 | \$16.4 | \$18.6 | \$17.0 | \$22.2 | \$23.2 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Battle Command Sustainment and Support System (BCS3)

Description:

The Battle Command Sustainment Support System (BCS3) is the logistics Command and Control (C2) solution for U.S. land forces. BCS3 provides commanders the capability to execute end-to-end distribution and deployment management and brings better situational awareness resulting in better decision-making capability to warfighters. It enables warfighters to target, access, scale and tailor critical logistics information in near-real time. BCS3 has been adopted and integrated into joint and strategic logistics command and control processes. BCS3 is the only near-term end-to-end logistics COP solution for the joint commander. BCS3 will maintain its core capabilities and continue to advance in development while integrating into the joint command and control architecture. This continued development will enable decision superiority via advanced collaborative information sharing achieved through interoperability. Funding procures:

- System Support Rep Kit Hardware
- CAISI Bridge Module Hardware
- CAISI Client Module Hardware.

Expected Benefit/Impact:

Procures and fields user work stations for BCS3. Supports the Chief of Staff Army (CSA) priority for fielding ABCS capability and supporting modularity transformation in this timeframe to include various Brigade level Reserve and National Guard units. BCS3 provides more effective means to gather and integrate asset and in-transit information to manage distribution and deployment missions. BCS3 combines distribution management to include commodity and convoy tracking, and deployment management into a logistics Common Operating Picture (COP) for one mission-focused visual display. BCS3 has immediate, high pay-off benefit to warfighters and additional future growth in its capabilities. BCS3 is a force multiplier, a precision tool for logistics planning and execution that provides warfighters with the necessary tools to succeed. Also procures satellite terminals, critical infrastructure equipment, fielding and new equipment training costs associated with the deployment of remote satellite.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| ARP 025 | |
| <i>Acquisition Category:</i> | |
| ACAT III | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 756 | 530 | 0 | 0 | 0 | 0 |
| Inventory | 1,465 | 1,995 | 1,995 | 1,995 | 1,995 | 1,995 |

CH-47 Cargo Helicopter Mods

Description:


The CH-47 Chinook is a twin-turbine, tandem-rotor, heavy-lift transport helicopter with a useful load of up to 25,000 pounds. As the Army's only heavy lift helicopter, the CH-47 transports troops (including air assault), supplies, weapons, and other cargo in general support operations. The CH-47F recapitalization program will provide a more reliable, less costly to operate aircraft compatible with joint digital connectivity requirements in the Future Force. The CH-47F program extends the Army's Chinook fleet useful life 20 years by incorporating reliability and maintainability improvements, including airframe tuning for vibration reduction, corrosion protection, digital source collectors, Transportable Flight Proficiency Simulators, Cargo Handling Floor system, Ballistic Protection System, Transformation Sets, Kits and Outfits, Aviation Training Devices, M240 Window/Door gun Mounts, and an automated maintenance program with a 400-hour phase interval. The recapitalization program will rebuild and upgrade all CH-47Ds and 61 Special Operations Aviation MH-47s to the CH-47F/MH-47G configuration and procure 24 aircraft for the National Guard. This program is funded to meet the Army Aviation Transformation Plan full requirement for Chinook aircraft.

Expected Benefit/Impact:

The CH-47 is vital to the War On Terrorism and Homeland Security needs of our nation. Secondary missions include medical evacuation, aircraft recovery, parachute drops, disaster relief, and search and rescue. This procures conversion of CH-47Ds to CH47F, safety and operation modifications to the CH-47D fleet and trainers to maintain the latest configuration. These changes contribute to the effectiveness of heavy lift capability, maintainability, reliability, and aircraft/crew safety. The major modifications are Engine Fire Extinguisher, Engine Filtration System, Aviation Combined Arms Tactical Trainer, Transportable Flight Proficiency Simulators, Ballistic Protection Systems, Aircraft Component Parts-marking, Combining Transmission Fan Drive Shaft, Electric Pump Utility System Hydraulic Accumulator (EPUSHA), Crashworthy Seats, Adjustable Pitch Change Link, Aft Pylon Work Platform, Special Test Sets, Kits, and Outfits, M240 Window Door Gunner Mount, the T55 Electronic Control Unit (ECU), and T55 P3 Check Value to equip new Chinook units forming under the Army's Aviation Transformation Plan.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 010 | |
| | Acquisition Category: | |
| | ACAT I sub | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|-----------|---------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$907.7 | \$713.5 | \$695.8 | \$911.6 | \$1,214.9 | \$697.2 |
| Deliveries | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

*Varies by modification.

Combat Service Support Automated Information Systems Interface (CAISI)

Description:


The Combat Service Support (CSS) Automated Information System Interface (CAISI) allows current and emerging battlefield CSS automation devices to electronically exchange information via tactical networks similar to a wireless local area network (LAN). CAISI also interfaces with other battlefield and sustaining base automated systems. CAISI provides unit commanders/logistics managers with an interface device to support combat service support doctrine for full spectrum operations. This capability supports non-contiguous concentration of users and the transfer of real time information in both fixed and mobile operating environments. When these CAISI-enabled local networks are connected to the World Wide Web via the Combat Service Support Very Small Aperture Terminal (CSS-VSAT) (a satellite dish) it results in real time data flow from unit to national level with near immediate feedback on requisitions and logistics data functions providing increased visibility and logistics and operational.

Expected Benefit/Impact:

Procures hardware and integration of CAISI modules to enable Combat troops to communicate real-time logistics information to reach-back commands and provide LAN capability for CSS units across the Army.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 027 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2009 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$1.0 | \$2.0 | \$3.0 | \$4.5 | \$4.6 | \$4.8 |
| Procurement (\$M) | \$12.7 | \$16.5 | \$18.7 | \$21.9 | \$14.3 | \$17.0 |
| Deliveries | | | | | | |
| Inventory | | | | | | |

Distribution Systems, Petroleum and Water

Description:


The Family of Petroleum and Water Distribution Systems supports the Army's mission to supply bulk fuel and water to all DoD forces in the various theaters of operation. These systems supports aircraft refueling, ground vehicles, and other Army equipment. The distribution systems are comprised of hoses, pumps, tanks, filter separators, fittings, couplings, and nozzles. The Family of Petroleum and Water Distribution Systems Consists of the Assault Hoseline System (AHS), Fuel System Supply Point (FSSP), Advanced Aviation Forward Area Refueling System (AAFARS), Forward Area Water Point Supply System (FAWPSS), which is being replaced by the Hippo, Load Handling System (LHS) Compatible Water Tank Racks System (Hippo), Camel, and Versatile Tank and Pump Unit (VTPU).

Expected Benefit/Impact:

Procures Distribution Systems to support the Petroleum and Water Quartermaster (QM) modular force warfighting capabilities. These systems are the Army's primary means of distributing and issuing bulk petroleum and water. The Army cannot fight without clean fuel and water. These systems enables the Army to achieve its transformation vision by providing highly mobile and self-sustaining equipment to hostile theaters of operation. Bulk water and fuel accounts for the majority of all logistical tonnage moved into theater. The Army has responsibility for all inland distribution of fuel to include support to other services. The ability to rapidly, efficiently, and safely distribute fuel on the battlefield is a critical combat enabler.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 050 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|---------|---------|---------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$91.1 | \$122.0 | \$162.0 | \$123.9 | \$45.3 | \$24.9 |
| Deliveries | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

*Varies by system.

Family of Heavy Tactical Vehicles (FHTV)

Description:


The Family of Heavy Tactical Vehicles (FHTV) is used in line haul, local haul, unit resupply, and other missions throughout the tactical environment to support modern and highly mobile combat units. Systems include the Palletized Load System (PLS) and its companion trailers, flat racks (Container Roll-in/Out Platform [CROP]); Container Handling Units (CHU); Movement Tracking System (MTS), Heavy Expanded Mobility Tactical Truck (HEMTT); and Heavy Equipment Transporter System (HETS). The FHTV line also includes the Forward Repair System (FRS), which is a mobile maintenance platform that mounts on a PLS or HEMTT. The PLS configuration transitions to an A1 in FY08 to incorporate LTAS B-Kit-Ready cab common with HEMTT A4, modern power train, independent front suspension, updated electrical system, ABS traction control, and climate control. FY08 and FY09 unit costs for HEMTT reflect transition from HEMTT A2 to HEMTT A4 configurations.

Expected Benefit/Impact:

Procurements will fill urgent operational-level theater requirements as well as National Guard and Army Reserve Units, support of Stryker and Modular Brigade Combat Teams (BCT) activations, Patriot Units, Combat Engineers, Army Pre-positioned Stocks (APS), 82nd Airborne Division, and Korea.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 001 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|-----------|---------|---------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$986.9 | \$923.3 | \$1,463.5 | \$698.9 | \$707.9 | \$97.5 |
| Deliveries | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

*Varies by vehicle.

Family of Medium Tactical Vehicles (FMTV)

Description:

The Family of Medium Tactical Vehicles (FMTV) is a complete series of trucks based on a common chassis, varied by payload and mission. The Light Medium Tactical Vehicle (LMTV) has a 2-1/2 ton capacity consisting of cargo and van models. The Medium Tactical Vehicle (MTV) has a 5-ton capacity and consists of cargo, tractor, van, wrecker, load-handling system, and dump truck models. There are companion trailers for both types of vehicles. Subvariants provide air drop capability for contingency and rapid deployment operations. The system is designed to be rapidly deployable worldwide and operate on primary and secondary roads, trails, and cross-country terrain, in all climatic conditions. The FMTV A1 Rebuy is the configuration currently in production. RDT&E supports continued modernization of the Army's medium truck fleet.

Expected Benefit/Impact:

Over 80% commonality of parts between variants significantly reduces operational and support costs. The FMTV is intended to replace obsolete and maintenance-intensive trucks currently in the fleet and performs local and line haul, unit mobility, unit resupply, and other missions in combat, combat support, and combat service support units. RDT&E: The Family of Medium Tactical Vehicles (FMTV) replaces aging M35 2 1/2-ton trucks, and M809 and M900 Series 5-ton trucks that are beyond their economic useful life of 20-22 years. FMTV fills the 2 1/2-ton Light Medium Tactical Vehicle (LMTV) and 5-ton truck Medium Tactical Vehicle (MTV) requirements, performs over 55% of the Army's local and line haul, and unit resupply missions, and operates throughout the theater as multi-purpose transportation vehicles in combat, combat support and combat service support units.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 004 | |
| | Acquisition Category: | |
| | ACAT IC | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-----------|---------|-----------|-----------|-----------|---------|
| RDTE (\$M) | \$6.4 | \$1.9 | \$1.8 | \$1.9 | \$1.8 | \$1.9 |
| Procurement (\$M) | \$1,986.2 | \$944.7 | \$1,764.7 | \$1,014.8 | \$1,124.8 | \$859.3 |
| Deliveries | 5,447 | 9,997 | 6,279 | 5,280 | 5,319 | 4,065 |
| Inventory | 43,214 | 53,211 | 59,490 | 64,786 | 70,171 | 74,236 |

Forward Repair System (FRS)

Description:

The FRS uniquely fills the existing need for a forward, mobile maintenance/repair system, capable of returning disabled heavy force systems back to operational conditions. FRS, with the Palletized Load System (PLS) level of mobility, allows the forces to reach most disabled system locations to replace parts forward, thus minimizing any additional maintenance vehicle/personnel support. The FRS equally supports expeditionary and modularity requirements, and is a "must have" enabler for both the digitized division and BCTs/Future Combat Systems' Complementary System. FRS is intended to augment lift and maintenance capabilities at all the Forward Operation Bases; increasing combat power and decreasing soldier vulnerability within the theater of operation. The fielding of FRS to Heavy and Light Brigade Combat Teams (BCTs), Stryker Brigade Combat Teams (SBCTs), and Aviation/Fires/Maneuver Enhancement/Reconnaissance, Surveillance, and Target Acquisition Brigades supports the modular conversion of the Army Active Component and National Guard.


Expected Benefit/Impact:

The Forward Repair System:

- reduces repair lag time to 4 hours or less by pushing repair further forward into the field
- minimizes the practice of using recovery vehicles (i.e., 5 Ton Wrecker & M88) for maintenance lift (removing engines)
- replaces the M113A2/A3 Armored Personnel Carrier for transporting maintenance equipment
- satisfies the increases the need for additional heavy maintenance lift capability created by today's environment of armored vehicles and MRAPs
- is a mobile, forward maintenance system with lift capability and a comprehensive set of lifetime-warranted tools
- is a FCS complementary system

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 043 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|---------|---------|--------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$95.1 | \$127.6 | \$119.1 | \$17.4 | \$2.7 | \$0.0 |
| Deliveries | 352 | 342 | 424 | 163 | 163 | 0 |
| Inventory | 1,093 | 1,435 | 1,859 | 2,022 | 2,185 | 2,185 |

Fuel System Supply Point (FSSP)

Description:


The FSSP receives, stores, and issue fuel within a theater of operation. It consists of four storage capacities: 60K, 120K, 300K, and 800K gallon systems. This system is a bulk fuel receiving, issuing, and storing facility consisting of a 350 gallons per minute (GPM) pump, 350 GPM filter separator, and collapsible fabric storage tanks. The 800K FSSP will have 600 GPM pumps. The tanks vary in size from 20,000 gallons to 210,000 gallons. The FSSP 800K system is being developed to meet additional unit requirements and support the transformation of the Army to provide bulk fuel distribution and storage to the current force and the modular force.

Expected Benefit/Impact:

The FSSP provides bulk storage of petroleum. It supports the Petroleum Quartermaster (QM) modular force warfighting capabilities. These systems are the Army's primary means of distributing and issuing bulk petroleum. The Army cannot fight without clean fuel. These systems enables the Army to achieve its transformation vision by providing highly mobile and self-sustaining equipment to hostile theaters of operation. Bulk water and fuel accounts for the majority of all logistical tonnage moved into theater. The Army has responsibility for all inland distribution of fuel to include support to other services. The ability to rapidly, efficiently, and safely distribute fuel on the battlefield is a critical combat enabler.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 058 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.8 | \$1.6 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 79 | 11 | 87 | 26 | 0 | 0 |
| Inventory | 79 | 90 | 177 | 203 | 203 | 203 |

Future Combat System (FCS) - Field Recovery and Maintenance Vehicle (FRMV)

Description:

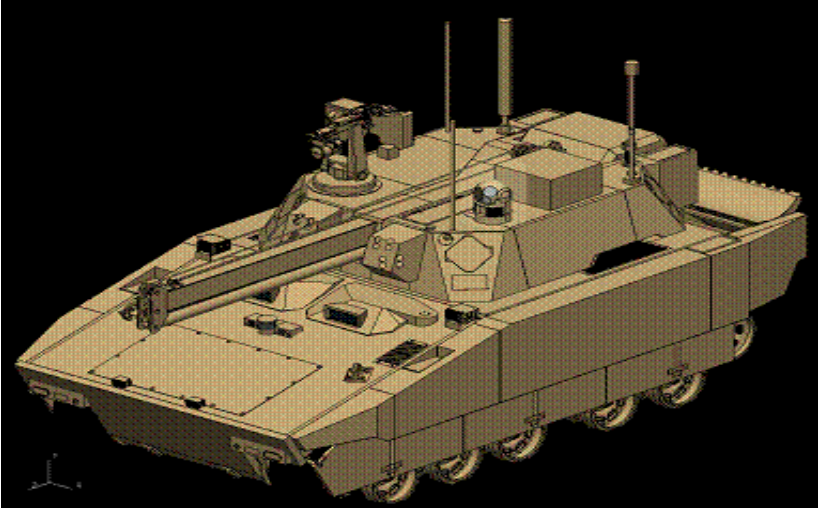
The Army's Future Combat System (FCS) Brigade Combat Team (BCT) consists of seven manned ground vehicle (MGV) variants. The FCS Maintenance and Recovery Vehicle (FMRV) is the recovery and maintenance system for employment in the FCS BCT. The Brigade Support Battalion (BSB) maintainers will be organized into Combat Repair Teams (CRTs) supported by 10 FMRVs. The CRTs will perform in-depth battle damage and repair (BDAR) and unscheduled field-level maintenance requirements beyond the capabilities of the crew to include lift, welding, cutting, and heating of materials.

Expected Benefit/Impact:

The FMRV provides the capability to recover, maintain, and perform battlefield repair for FCS related manned and unmanned ground vehicles. It is an essential component of the FCS logistics concept which maximizes commonality among platforms, maximizes use of embedded diagnostics and prognostics. RDT&E: FY08 - Continue preliminary design activities. FY09 - Evaluate alternate crane drive systems, and optimize the FRMV suspension system for stability during crane maintenance operations. Optimize the FRMV weight for towing conditions and the FRMV towing capacity in varying terrain and environmental conditions. Finalize the FRMV towing design for propulsion, suspension, and braking. Award crane actuator, recovery winch, and recovery winch sub-contracts. Continue FRMV software development activities and conduct the Life Cycle Objective (LCO). FY10. Fabricate crane test fixture and conduct crane testing. Continue software development activities while conducting Life Cycle Objective (LCO). Initiate procurement of unique mission equipment raw material, to include welder, cutter & heating equipment that will be stored on the FRMV.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 041 | |
| | Acquisition Category: | |
| | ACAT I | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|-------|-------|-------|
| RDTE (\$M) | \$10.6 | \$28.1 | \$38.7 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

*Not applicable. FRMV is in the systems development and demonstration phase.

Future Combat System (FCS) - Multifunction Utility/Logistics Equipment (MULE)

Description:


The FCS MULE is one of the FCS Unmanned Ground Vehicles. The MULE vehicle is a 3.5-ton UGV that will support dismounted operations. It consists of four major components: Common Mobility Platform, ANS, Centralized Controller (CC), and 3 mission equipment packages/variants. The MULE has three variants sharing the common mobility chassis; transport, countermine, and ARV-A (L). The MULE-T will carry 1,900–2,400 lbs of equipment and rucksacks for dismounted infantry squads with the mobility needed to follow squads in complex terrain. The MULE-C will provide the capability to detect, mark, and neutralize individual anti-tank mines by integrating a mine detection mission equipment package from the Ground Standoff Mine Detection System (GSTAMIDS) program to support force mobility. The ARV-A (L) is a mobility platform with an integrated weapons and target acquisition package to support the dismounted infantry's efforts to locate and destroy enemy platforms and positions. All MULE platforms are CH-47 transportable.

Expected Benefit/Impact:

Increases mobility by providing the ability to carry dismounted infantry squads equipment and rucksacks in complex terrain. Improves force protection by providing the capability to detect, mark, and neutralize individual anti-tank mines. CH-47 transportability supports future force mobility requirements. RDT&E: FY08 - Begin Critical Design Review (CDR) design activities. Begin Hardware in the Loop (HWIL) testing. Update and deliver simulations for MULE. Conduct Life Cycle Objectives (LCO) and Life Cycle Architecture (LCA) for software. FY09 - Complete software development for manual sensor control, and executing vehicle mission plans for Prototype Integration. Begin Hardware in the Loop (HWIL) Integration & Performance Testing. Continue final phase of software development. Conduct CDRs on MULE-Transport. Begin Long Lead items procurement of subsystems (engine and suspension) supporting FY10 build of 16 prototypes. Continue HWIL testing to support development and build of 16 prototypes for delivery beginning June 2011.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 019 | |
| | Acquisition Category: | |
| | ACAT I | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|-------|-------|-------|-------|
| RDTE (\$M) | \$51.0 | \$50.9 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 0 | 0 | 0 | 8* | 0 | 0 |
| Inventory | N/A** | N/A** | N/A** | N/A** | N/A** | N/A** |

*MULE-T prototype for testing.

**Not applicable FCS MULE is in the systems development and demonstration phase of procurement.

Global Combat Support System - Army Field/Tactical (GCSS - Army F/T)

Description:

GCSS-Army (F/T) is a single, fully integrated automated logistics system that will reengineer more than a dozen outdated Army logistics STAMIS. GCSS-Army (F/T) will become the pre-eminent combat enabler of 21st Century Army readiness and relevancy. With GCSS-Army (F/T), authorized users at all organizational levels will possess a real-time common operating picture (COP) of Army tactical logistics. GCSS-Army (F/T) promises to ultimately make supply chain management a practical reality in Army tactical logistics. It will engage proven, commercial best business practices to facilitate customer order processing and speed supply and parts delivery through lean and streamlined transport systems. It is a key component of the Army logistics community's overarching Single Army Logistics Enterprise (SALE) initiative. GCSS-Army (F/T) will align Army tactical logistics requirements and processes with the capabilities and processes of America's leading hardware and service suppliers. In real-time, the full weight of America's industrial might will be automatically joined with a transformed Army logistics infrastructure and brought to bear at quick-time against the enormous challenges of the dangerous and complex 21st Century security environment.

Expected Benefit/Impact:


The benefits of GCSS-Army (F/T) are many and varied. They range from high-level, overarching benefits, such as maximizing Army warfighting readiness and relevancy, to exceptionally low-level benefits that will directly, positively impact how in-the-trench logistics Soldiers perform their daily duties.

Some benefits are described below: GCSS-Army (F/T):

- Allows universal, permission-governed access via web browser and any www-connected computer
- Eliminates multiple STAMIS; one system will be used by all, simplifying training and facilitating maintenance.
- Removes man-machine chokepoints; saves logistics Soldiers' time
- Allows system/transaction problems to be identified and fixed in real-time
- Provides unprecedented organizational asset visibility and status information – allows only one version of the logistics "truth".
- Provides real-time access to transaction status
- Allows in-transit visibility of shipments
- Works in near-real-time to improve visibility, shorten timeframes and eliminate uncertainty
- Engages standard processes across logistics domain to facilitate initial and sustainment training
- Enables unprecedented task organization capabilities that will benefit log planners and Commanders at all levels
- Supports split-based operations
- Fill rate analysis and interactive adjustment capability supports ARFORGEN
- Serves as major component of Army Single Army Logistics Enterprise (SALE) initiative
- Aligns Army tactical logistics enterprise with other service logistics to facilitate Joint operations
- Reduces uncertainty in logistics planning; makes logistics information more reliable and more predictable
- Enables proactive versus reactive warehouse management
- Serves as backbone system for Army supply chain management
- Fully supports overarching Army Enterprise Strategy
- Lowers lifecycle total ownership costs

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|---|---|--|
|  | Program Element Code: | |
| | ARP 021 | |
| | Acquisition Category: | |
| | ACAT 1D/MAIS | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2014 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|---------|---------|---------|
| RDTE (\$M) | \$53.9 | \$62.5 | \$50.9 | \$25.2 | \$25.7 | \$26.4 |
| Procurement (\$M) | \$14.9 | \$20.2 | \$68.1 | \$181.9 | \$192.9 | \$196.9 |
| Deliveries | 1 | | | | | |
| Inventory | 1 | 1 | 1 | 1 | 1 | 1 |

Joint High Speed Vessel (JHSV) - A

Description:

The JHSV is an intra-theater lift platform that provides advanced capabilities for the operational maneuver of combat-ready units and sustainment to smaller theater ports or sheltered shoreline areas within a JOA. The JHSV program is based upon a high-speed (40+ knots), shallow-draft, sealift platform that will maximize current commercial high-speed ferry technology. JHSV provides the capability to conduct operational maneuver and repositioning of intact unit sets while conducting en route mission planning and rehearsal. This intratheater vessel provides the Combatant Commander with increased throughput, survivability, and responsiveness, and improved closure rates. It also offers an alternative to intra-theater airlift within many theaters and allows the joint force commander to rapidly insert combat forces into austere ports. JHSV will provide theater force projection and sustainment lift to deploying units arriving by strategic lift (air, sea) to a theater. The vessels will be utilized to move Army Prepositioned Stocks (APS) located on land or afloat. JHSV supports traditional JLOTS and future seabasing operations within an anti-access/access denial environment. This transformation enabler helps deployment goals as well as achieves full distribution-based logistics.

Expected Benefit/Impact:

Procure the Army's JHSVs. This will provide the Army with the capability to support operational maneuver and sustainment from standoff distances; bypass land-based chokepoints, and reduce the logistics footprint in the Area of Responsibility. The capability to transport both troops and their equipment, and to provide an Enroute Mission Planning and Rehearsal System, does not exist today. The Navy will contract for the procurement of the five JHSVs required for the Army during FY 08-12. This Non-Developmental Item (NDI) acquisition will leverage the existing commercial shipbuilding fast ferry industry and will benefit from shortened production schedules and accelerated deliveries to the services.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| Program Element Code: | |
|---|--|
| ARP 016 | |
| Acquisition Category: | |
| Not provided | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$208.6 | \$168.8 | \$168.6 | \$168.7 | \$168.5 | \$0.0 |
| Deliveries | 1 | 1 | 1 | 0 | 1 | 0 |
| Inventory | 1 | 2 | 3 | 3 | 4 | 4 |

Logistics Information Warehouse (incl. ILAP and LIDB)

Description:


The Logistics Information Warehouse (LIW) merges the logistics decision support capabilities of the Integrated Logistics Analysis Program (ILAP) and the Logistics Integrated Data Base (LIDB) and provides an Army single authoritative source of logistics information. It fuses capabilities of the premier logistics management systems into a common environment and facilitates a more accurate and timely display of relevant cross-functional information for analysis that will result in better management of equipment and materiel to increase unit combat power. It exploits business intelligence to facilitate customizing capabilities into a harmonious data environment to provide critical information for logistics operations and simplifies transition of Army Master Data to PLM+. LIW optimizes management capabilities of current logistics managers at all echelons. It facilitates information flow from Unit Commanders to Theater, MACOM, and Component logistics managers.

Expected Benefit/Impact:

The Logistics Information Warehouse (LIW) provides the Army and its Logistics Domain with an Enterprise/Domain Data Warehouse and permanent repository that enables strategic level analytics across multiple functional segments of the Logistics Domain as well as the affected financial processes impacted by logistics operations. It synchronizes and integrates this data from current and emerging DoD systems as well as defense support contractor systems to provide a more complete and accurate picture of Army logistics posture. LIW enables Army Business Analytics and other decision support capabilities that empowers managers to generate millions of dollars in operational savings or cost avoidance. It provides the necessary visibility of weapons systems posture, maintenance actions, and relevant supply chain management to help Commander maximize availability and increase Combat Power. LIW is a tool for the Warfighter, Logistician, and Resource Manager.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|---|---|--|
|  | Program Element Code: | |
| | ARP 024 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Logistics Modernization Program (LMP)

Description:

The Logistics Modernization Program (LMP) is the core solution for achieving the national component of the Army's modernized supply chain.

LMP is a comprehensive and robust implementation of an ERP based on the quantum of functionality, magnitude of data, number of interfaces, number of users, and number of locations. The business scope and complexity of the LMP solution is analogous to a large multinational conglomerate with multiple businesses (commands), diverse product portfolios, and multiple complex supply chains, and all with the added challenge of customers (Warfighters) that depend on readiness for survival. LMP is a crucial component for achieving the Single Army Logistics Enterprise (SALE) and is the path toward being fully Chief Financial Officers (CFO) Act and Federal Financial Management Improvement Act (FFMIA) compliant in the Army's logistics domain.

Expected Benefit/Impact:

The deployed solution has been configured to provide a wide range of functionality applied to military requirements that includes:

- Integration of major item and secondary item planning, for both demand and supply planning
- Maintenance planning and execution, at the weapon system level
- Integration of national maintenance and inventory together on one system
- Automated support for maintenance, repair, and overhaul at the depot level
- A single Army Working Capital Funds (AWCF) general ledger
- Budget stratification of military inventory

LMP goal is to modernize Army logistics business practices and supporting IT to meet current/ future military readiness requirements consistent with DoD's Business Systems Transition Plan. Specifically, the LMP is the Army's core initiative to completely replace its two largest, most important National-level legacy logistics systems providing support to warfighters, the inventory management Commodity Command Standard System (CCSS) and the depot and arsenal operations Standard Depot System (SDS).

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
| | Program Element Code: | |
| | ARP 023 | |
| | Acquisition Category: | |
| | ACAT IAM | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2010 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|--------|--------|--------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$117.8 | \$84.5 | \$98.3 | \$17.4 | \$0.0 | \$0.0 |
| Deliveries | NA | NA | NA | NA | NA | NA |
| Inventory | NA | NA | NA | NA | NA | NA |

Note: Procurement through Army Working Capital Fund

Maintenance Support Device (MSD) - Version II

Description:


The Maintenance Support Device (MSD) is being fielded to support Army Transformation and Task Force Modularity requirements. It provides test and diagnostic support and maintenance automation capabilities that are critical to the readiness of Army units and their equipment. The MSD is a lightweight and ruggedized tester used at all levels of maintenance to automatically diagnose electronic and automotive subsystems of the Army's ground and aviation weapon systems. The MSD hosts interactive electronic technical manuals (IETMs) and expert diagnostics systems, conducts intrusive testing in support of Army weapons and electronic systems, and provides a means to upload/download mission-critical software into weapon system on-board computer processors.

Expected Benefit/Impact:

Procures hardware to satisfy Army Transformation and modular force requirements. This equipment will provide critical test and diagnostic support for weapons and support systems such as the Abrams, Black Hawk, Chinook, Bradley, Apache, Kiowa Warrior, Patriot, Mine-Resistant Ambush-Protected (MRAP) armored vehicle, and the Army's diesel-engine powered tactical vehicles. The MSD is the Army's standard at-system tester, is an essential maintenance tool in the support plans for the Army's ground vehicles and aviation fleets, and is in widespread use in units deployed in support of the Global War on Terrorism.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | ARP 040 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$36.3 | \$19.2 | \$54.4 | \$48.7 | \$59.1 | \$15.3 |
| Deliveries | 2,260 | 975 | 3,103 | 2,526 | 3,220 | 706 |
| Inventory | 17,175 | 18,150 | 21,253 | 23,779 | 26,999 | 27,705 |

Movement Tracking System (MTS)

Description:

MTS is a satellite-based tracking/communications system consisting of mobile units, transceivers, control stations, GPS, common operating software, and MTS-unique software. MTS provides continuous CS/CSS asset visibility and situational awareness for the joint logistics corporate enterprise, enables expeditionary logistics, and is key in achieving the sense-and-respond capabilities required to support net-centric warfare operations. MTS assists CS/CSS unit commanders in planning and executing operations with the capability to identify and track positions, monitor progress, and communicate with tactical wheeled vehicles supporting CS/CSS operations, essentially anywhere in the world. MTS supports BFT by passing position location information into the logistics COP via BCS3.

Expected Benefit/Impact:

MTS plays a vital role in battlefield distribution operations. It is consistent with the Command, Control, Communications, Computers, and Intelligence (C4I) for the warrior concept and helps ensure the capability for command-ers to have the right information

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| ARP 030 | |
| <i>Acquisition Category:</i> | |
| ACAT III | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | 1/1/2013 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$1.7 | \$1.9 | \$1.4 | \$1.1 | \$0.9 | \$0.9 |
| Procurement (\$M) | \$89.2 | \$141.7 | \$178.5 | \$141.6 | \$129.3 | \$44.8 |
| Deliveries | 7,880 | 9,116 | 7,744 | 6,272 | 5,795 | 2,418 |
| Inventory | 10,799 | 19,915 | 27,659 | 33,931 | 39,726 | 42,144 |

Next Generation Automatic Test System (NGATS)

Description:



The Integrated Family of Test Equipment (IFTE) Next Generation Automatic Test System (NGATS), also known as the Base Shop Test Facility Version 6 (BSTF[V]6), is a mobile, rapidly deployable, reconfigurable general purpose automatic test system (ATS) capable of providing sustainment-level maintenance testing and screening directly to the Army's major weapons systems in order to maintain the readiness and availability of those combat systems. NGATS will not only maintain backward compatibility with previous IFTE versions, but will also be Joint Services Next-Generation Test- (NxTest-) compliant and include inter-service testing support capability. It will be capable of satisfying field, sustainment, and depot-level test requirements for current and future weapons systems. NGATS will be the single automatic test solution in the Army by incrementally replacing the Direct Support Electrical System Test Set (DSESTS) and all previous IFTE BSTF versions. It will be the platform for transitioning Agile Rapid Global Combat Support System (ARGCS) technologies into the Army's weapon system support structure. The ARGCS initiative was sponsored by DoD, and all Services are expected to transition demonstrated technologies into their ATS programs.

Expected Benefit/Impact:

Procures NGATS to support deployment of a multipurpose multi-echelon off-platform automatic test capability to support the Army's weapons platforms such as Kiowa Warrior, Abrams, Bradley, Avenger, TOW, MLRS, and Paladin and achieve the DoD goal to replacing multiple single function stems with a single tester capable of supporting all weapons systems at field, sustainment and depot maintenance levels. The NGATS eliminates the requirement for the 1970's era Direct Support Electrical System Test Set (DSESTS) tester and reduces the logistics burden and cost of support. It implements a modern test capability to support the new generation of ground-based targeting and observation sensor packages for individual, crew and intelligence gathering systems and equipment such as Common Missile Warning System (CMWS) and also has the ability to improve the testing of legacy weapons systems.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | | |
|---|--|--|--|
| <p style="text-align: center;"><u>NGATS</u></p>  <p style="text-align: center;">Interior View</p>  | | Program Element Code: | |
| | | ARP 045 | |
| | | Acquisition Category: | |
| | | ACAT III | |
| Initial Operating Capability (FY): | | Full Operating Capability (FY): | |
| 1/1/2008 | | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$27.1 | \$60.4 | \$73.3 | \$36.4 | \$38.2 |
| Deliveries | 0 | 8 | 25 | 30 | 15 | 16 |
| Inventory | 0 | 8 | 33 | 63 | 78 | 94 |

Palletized Load System (PLS)

Description:

PLS is composed of a prime mover truck (16.5 ton payload) with integral self-loading and unloading transport capability; a 16.5-ton payload trailer; and demountable cargo beds (flat racks). The vehicle can also be equipped with MHE and/or winch. PLS is a key transportation component of the ammunition distribution system and provides long-range and local hauling, and unit re-supply of ammunition. It can transport multiple configurations of cargo using a variety of flatracks, which are demountable cargo beds that come in three types: "A" frame (M1077), Intermodal Flat rack (M-1), and Container Roll-in/Out Platform (CROP) (M-3). The PLS lift system can pick up 36,250 lbs at the lift hook. The M1077 basic flat rack weighs 3,250 lbs, which allows a payload of 16.5 stons. The M-1, which is ISO intermodal, weighs approximately 7,800 lbs and allows a payload of 14.25 stons for PLS and a 15.35 ston payload for intermodal. The CROP weighs less than 4,000 lbs and has a payload of 16.13 stons (36,250-4,000 = 32,250 lbs). The M1077 and M1077A1 are sideless flat racks used to transport pallets of ammunition and other classes of supplies. The M3 CROP is a flat rack that fits inside a 20-ft ISO container. The M1077 flat rack is also incorporated with the FRS to allow it to be transported by the HEMTT PLS and LHS Trucks. The M1 flatrack carries identical classes of supplies and are used in support of engineer systems. It is ISO/Convention for Safe Containers (CSC)-certified and suitable for intermodal transport, including transport on container ships. Ammunition can be loaded on M-1 at depots, transported via container ship to theater, picked up by the PLS truck, and carried forward without the use of any materiel-handling equipment.

Expected Benefit/Impact:

Procures PLS trucks, PLS Trailers, CROPs, and CHUs to support Modularity and Engineering Mission Module (EMM) fieldings, SBCT activation, National Guard, Army Reserve, and Army Preposition Stock requirements. MTS procurements support the SBCT and modular force structure. PLS production will transition to the PLS-A1 configuration (with LTAS cab common to HEMTT-A4) in FY 09. Fielding schedule includes all Army Propositioned Stocks and OIF combat-loss replacements.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$359.9 | \$418.2 | \$532.8 | \$316.3 | \$365.1 | \$49.0 |
| Deliveries | 265 | 345 | 582 | 331 | 321 | 1 |
| Inventory | N/A** | N/A** | N/A** | N/A** | N/A** | N/A** |

*PLS truck deliveries.

**PLS is a fielded system, deliveries are Army Propositioned Stock and OIF replacements.

Product Lifecycle Management Plus (PLM+)

Description:

Product Life-Cycle Management Plus (PLM+) is the enabler to support SALE requirements to integrate national & field-level logistics components of the SALE (LMP & GCSS-Army [F/T]). It serves as the technical enabler supporting requirements to integrate national and field logistics components of SALE, harmonize functional product management business rules/processes, and establish a single point of entry for interfaces between Logistics Modernization Program (LMP) and Global Combat Support System (GCSS)-Army (F/T) instances and external systems. PLM+ will be an Army-specific commercial off-the-shelf (COTS) web portal implementation via the NetWeaver Platform from developer Systems Applications and Products (SAP) AG to support Army process scenarios and requirements that will provide:

- Hub services: For a service-oriented, single point of entry to connect, mediate, and control the exchange of data
- Optimized messaging: For routing and transforming message formats among appropriate trading partners
- Customer/vendor master data: The set of business processes and supporting application architecture to centralize the management of master data to ensure accuracy.


PLM+ is part of SALE.

Expected Benefit/Impact:

The PLM+ solution establishes a framework for a fully integrated logistics enterprise that will ultimately provide Commanders Total Visibility from Factory (LMP) to Foxhole (GCSS-Army F/T) thereby ensuring delivery of the right equipment to the right unit at the right time, while reducing backlogs of material on the battlefield.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | 1D/MAIS | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|-------|-------|-------|
| RDTE (\$M) | \$40.2 | \$42.4 | \$28.5 | \$6.5 | \$6.5 | \$6.6 |
| Procurement (\$M) | \$3.2 | \$0.0 | \$0.0 | \$0.0 | \$5.0 | \$3.7 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Property Book Unit Supply Enhanced (PBUSE)

Description:

PBUSE is the Army's inventory of property in both MTOE and TDA units across the Total Army. In addition to Property Book Accountability, PBUSE contributes to accountability and supply operations in every unit supply room in the Army as well as in logistics support offices such as battalion and brigade S4 shops.

Expected Benefit/Impact:

PBUSE is designed to deliver total asset visibility in real time. It enables immediate access to up-to-date information regarding property accountability, asset visibility and management reporting. It also provides LOGTAADS updates, serial number tracking, asset adjustments, lateral transfers, authorization updates, and manages basis and operational loads and hand receipts. PBUSE is the current system that will transition to (and provide hardware to host) Global Combat Service Support-Army (GCSS-A) Supply and Property Book Modules.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| Program Element Code: | |
|------------------------------------|---------------------------------|
| | |
| Acquisition Category: | |
| Not provided | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$11.2 | \$10.7 | \$4.3 | \$3.5 | \$6.4 |
| Deliveries | 200* | 2,925* | 2,683* | 1,075* | 873* | 1,591* |
| Inventory | 15,541 | 15,541 | 15,541 | 15,541 | 15,541 | 15,541 |

*Life cycle replacements

Rough Terrain Container Handler (RTCH)

Description:


The RT-240, Rough Terrain Container Handler (RTCH) moves, lifts, and stacks ISO containers. The RT-240 operates worldwide on multiple terrains, including sand, to lift and transfer ISO containers weighing up to 53,000 pounds. It has 4-wheel drive and is capable of fording 5 feet of salt water. The RTCH is C-5 or C-17 air transportable and can be configured in minutes for loading to a drive-on/drive-off mode. Currently, the U.S. Army has over 1 million ISO containers in the SWA theater. The RTCH is the critical element in handling these containers. The RT-240 is equipped with an expandable 20 to 40 foot top handler capable of handling the new ISO family of 8x20 and 8x40 containers. It is capable of stacking containers three high and can reach a container in a second row.

Expected Benefit/Impact:

Procures Rough Terrain Container Handlers (RTCH) required to fill critical Army shortages. The RT-240 serves a vital need since it is necessary to stack containers in temporary storage areas, sort them by ultimate destination, and transfer the containers to appropriate modes of transport for onward movement. A single trained RTCH operator can quickly and efficiently load or unload a convoy in minutes instead of hours. This is important considering the RT-240 handles a large number of containers to flowing through overseas ports, the theater distribution system and centers, to forward support areas. The RTCH also reduces air trans prep time from 16 hrs to 1. The RTCH is a joint US Army, Navy and Marine Corps acquisition program. Foreign Military Sales (FMS) of the RTCH have included the United Kingdom and Australia.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$45.0 | \$45.0 | \$45.8 | \$50.4 | \$38.6 | \$0.0 |
| Deliveries | 46 | 45 | 45 | 50 | 39 | 0 |
| Inventory | 490 | 535 | 580 | 630 | 669 | 669 |

Shop Equipment Contact Maintenance-Light Weight (SECM-LW)

Description:

SECM-LW is a first responder to Battle/IED damaged tracked, wheeled, ground support, and aviation equipment and provides immediate field-level maintenance. The SECM has industrial quality tools, light duty cutting and welding equipment, and an on-board compressor and power inverter to support forward repair of weapon systems. It is a responsive, agile mobile maintenance system that traverses the battlefield providing on-site maintenance capabilities. It consists of a fabricated enclosure mounted on a High Mobility Multi-Purpose Wheeled Vehicle (HMMWV). The SECM provides forward mobile maintenance and repair, which allows the return of combat, tactical, ground support, and aviation equipment in maneuver and supporting units to operational condition or allows them to leave the battlefield for comprehensive repair.


Expected Benefit/Impact:

The SECM-LW has the capability to travel off road to the site of disabled equipment to effect mechanical repairs and also provides limited welding capabilities. Towing capability was added utilizing the HMMWV.

The SECM is a maintenance multiplier that mobilizes mechanics and maintenance equipment to repair damaged light, medium and heavy Combat and Combat Support systems in the Brigade Combat Teams (BCTs) and Combat Aviation Brigades (CABs) as close to the front lines as is possible. The SECM significantly increases the capability of forward maintenance units to conduct necessary battlefield repairs. Improved response time reduces risk to soldiers and equipment. Fielding SECM to Brigades and BCTs supports the modular conversion of the Army's Active Component and National Guard.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$26.9 | \$17.8 | \$51.4 | \$56.4 | \$8.6 | \$0.0 |
| Deliveries | 774 | 460 | 664 | 629 | 94 | 0 |
| Inventory | 965 | 1,425 | 2,089 | 2,718 | 2,812 | 2,812 |

Shop Equipment Welding Trailer (SEW)

Description:

This system supports the only qualified welders in the Army. It supports two-level maintenance and contains provisions for safely accomplishing oxy propylene braze welding straight stick electric arc, metal inert gas, air carbon arc cutting, and flux-cored wire of ferrous and non-ferrous metals. SEW is designed to allow for rapid deployment to forward locations and operational set-up. It provides heavy-duty, on-site welding capability to tactical engineer and ordnance maintenance units. It has increased mobility and deployability and provides a full spectrum of welding capabilities throughout the battlefield. Repairs can be performed in all weather, climatic and light conditions. It provides compressed air on demand, electrical power for lights and electric hand tools, and an illuminated work surface.

Expected Benefit/Impact:

Contains tools, welding equip, consumables & tech manuals. COTS welding equip provides sustained continuous heavy duty welding capability of arc, stick & MIG welding (250 Amp), gas welding and cutting equip, compressed air, self contained power source. Includes spool gun & electrode hot box.

The Army requires a state of the art welding capability that provides highly mobile heavy-duty all-purpose welding support to the Army in the field. The SEW design is nearly half the weight of existing fielded systems. The welding shop provides a robust all-purpose welding capability in support of the current army and is instrumental in supporting the Army Transformation Campaign and the Modularization efforts to Brigade Combat Teams (BCTs). The SEW is critical for the repair of damaged weapon systems and support equipment; allowing systems to return to the battle or to the rear for more extensive repairs. Fielding SEW Brigades and BCTs, supports the modular conversion of the Army's Active Component and National Guard.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:



| | |
|---|--|
| Program Element Code: | |
| | |
| Acquisition Category: | |
| ACAT III | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$5.3 | \$5.9 | \$9.3 | \$3.0 | \$0.4 | \$0.0 |
| Deliveries | 252 | 174 | 246 | 64 | 9 | 0 |
| Inventory | 1,105 | 1,279 | 1,525 | 1,589 | 1,598 | 1,598 |

Standard Army Ammunition System - Modernization (SAAS-MOD)

Description:


SAAS Modernized (SAAS-MOD) is a multi-level automated ammunition management, reporting, and accounting system that automates all retail Class V management life-cycle functions. It operates in both tactical and non-tactical environments and provides automation support for automation support for the Theater Sustainment Command Distribution Management Center (TSC DMC); Expeditionary Sustainment Command Distribution Management Centers (ESC DMC); Ammunition Supply Activities at the Sustainment Brigade and TSC levels Theater Storage Areas (TSAs); Close Support Areas (CSAs); and Ammunition Supply Points (ASPs), Brigade Ammunition Office (BAO), and Ammunition Transfer Holding Points (ATHP). SAAS-MOD is part of Single Army Logistics Enterprise (SALE) architecture.

Expected Benefit/Impact:

SAAS-MOD operates on Non Development Item (NDI) equipment using commercial-off-the-shelf (COTS) software whenever possible. SAAS-MOD application software handles the unique requirements involved in maintaining ammunition data. The system is capable of passing and receiving near real-time data within the theater of operations. SAAS implements Automated Identification Technology (AIT). The system can generate two dimensional (2D) barcode labels. The system can read two dimensional (2D) barcode labels using a scanning handheld terminal (HHT). This technology is integrated into the inventory, issue, receipt and shipment processes of the application. SAAS implements Radio Frequency Identification (RFID) and supports intransit visibility through the Intransit Visibility (ITV) server. SAAS can create RFID tags during the shipment process and report shipment data to the ITV. Funding procures software licenses and support service. SAAS can read RFID tags and automatically generate receipt data for the application. This is a legacy system not a new start.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|---|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | Pre Milestone B | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$1.9 | \$4.6 | \$2.3 | \$1.3 | \$0.0 |
| Deliveries | 371 | 0 | 0 | 0 | 0 | |
| Inventory | 2,610 | 2,610 | 2,610 | 2,610 | 2,610 | 2,610 |

Standard Army Maintenance System (SAMS-E)

Description:


Standard Army Maintenance System Enhanced (SAMS-E) is the Army's web-enabled maintenance management system that replaces and enhances Unit Level Logistics System - Ground (ULLS-G) and three legacy echelons of SAMS. SAMS-E networks and simplifies maintenance management, enables two-level maintenance, and complies with DoD requirements for materiel condition status reporting. SAMS-E modernizes the Army's automated unit-level maintenance, repair parts supply, readiness reporting and automated dispatching. When linked via CSS, SATCOM SAMS-E eliminates the requirement for an inefficient "sneaker-net" and delivers repair parts in record time. SAMS-E also simplifies the means to task-organize units for support, provides orphaned unit maintenance, and serves as the key enabler for efficiently maintaining the force. SAMS-E is part of Single Army Logistics Enterprise (SALE) architecture.

Expected Benefit/Impact:

SAMS-E enhances ULLS-G and SAMS-1/2 utility by incorporating the Windows Graphics User Interface (GUI) operating systems (Win XP OS, Oracle 10g db). It automates unit level supply, maintenance, readiness & unit status reporting functions, tactical direct support /general support readiness status, and maintenance management. SAMS-E replaces ULLS-G and SAMS-1/2 Systems on a one-for-one basis at current units authorizations. Over 12,000 locations Army wide will be converted to SAMS-E. SAMS-E funding integrates and fields previously procured hardware replacement computers, and procures MS software licenses. This is a legacy system not a new start.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | Not provided | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2010 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$10.7 | \$9.1 | \$4.3 | \$3.2 | \$0.0 |
| Deliveries | 0 | 0 | 0 | 0 | 3168 | 3168 |
| Inventory | 0 | 0 | 14,451 | 14,451 | 14,451 | 14,451 |

Standard Army Retail Supply System (SARSS-1, 2AC/B, and Gateway)

Description:

SARSS is comprised of three interrelated sub-systems: SARSS-1, -2AC/B (Corps Theater ADP Service Center [CTASC]), and -Gateway. SARSS provides:

- Combat Service Support (CSS) peacetime and wartime logistics system support to include stock control and accountability.
- Supply management to include excess disposition, redistribution, document history, and demand analysis.
- Real-time requisitioning capability directly to national level for same day support.
- Receipt, storage, inventory, and issuance of materiel to Continental United States (CONUS)/OCONUS units.


SARSS is part of the Single Army Logistics Enterprise (SALE) architecture.

Expected Benefit/Impact:

SARSS supports the requisition, storage, issue and management of Class II, IIIP, IV, and IX items of supply. It processes Sensitive But Unclassified (SBU) logistics data in a system high mode. SARSS supports the exchange of information through the use of local area networks (LANs) and NIPRNET. Funding procures software licenses and support services. This is a legacy system not a new start.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.8 | \$1.6 | \$4.4 | \$0.5 | \$0.0 |
| Deliveries | | 1206 | 0 | 0 | 3 | 3247 |
| Inventory | 4255 | 4255 | 4255 | 4255 | 4255 | 4255 |

*Inventory reflects SARSS-1 for all years. For FY10 and beyond the SARSS-2AC/B inventory is 9 and the SARSS Gateway is 1.

Standard Automotive Tool Set (SATS)

Description:


SATS is a base tool set of the most frequently required automotive maintenance tools that can be augmented by modular packages that are tailorable to unit mission requirements and organizational design. SATS enables a modular, expeditionary, campaign-quality force and supports the Army maintenance transformation to a two-level system. SATS consists of a transportable, ISO 8x8x20 container with an integrated electric power generator and environmental control unit. The container includes secure storage space for a complete base set of industrial quality tools and equipment needed to perform field-level maintenance of military vehicles and ground-support equipment. SATS gives the war fighter a common tool set with the capability to perform field level maintenance of military vehicles and ground support equipment at all levels of materiel system repairs. SATS increases tactical independence as items allow the unit to fight autonomously via self-maintaining capabilities for all organic systems.

Expected Benefit/Impact:

SATS is a modular, flexible, standardized automotive maintenance shop system that will replace the most numerous types of field level shop sets. SATS will eliminate obsolete tools, eliminate unneeded redundancy and inefficient tool proliferation, increase tool quality, improve transportability and improve tool accountability. The most significant advantage gained through use of SATS is its impact on the logistics footprint. This is done through standardization and modernization, which eliminates the need for four tactical-wheeled vehicles and trailers. SATS includes lifetime warranty on tools, industrial quality tools, and eliminated 474 redundant components. SATS reduced inventory time from 40+ hrs to only 2 hrs.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$29.7 | \$34.3 | \$36.4 | \$30.6 | \$11.1 | \$15.5 |
| Deliveries | 123 | 138 | 144 | 117 | 41 | 56 |
| Inventory | 607 | 745 | 889 | 1,006 | 1,047 | 1,103 |

Transportation Coordinators'-Automated Information for Movements System II (TC-AIMS II)

Description:


The Transportation Information Systems (TIS) Product Office for Transportation Coordinators-Automated Information for Movement System II (TC-AIMS II) is a program that will reduce redundancy by consolidating management of the unit/installation-level transportation functions of Unit Movement and Load Planning. It provides critical capability to deploying units so they can build and sustain combat power. It also provides units with the critical capability by enabling sustainment operations that enable and improve combat readiness through improved operational readiness for combat systems. TC-AIMS II will interface with the Cargo Movement Operations System (CMOS), which will provide the sole DoD capability to automate Theater Distribution Center's (TDC) operations. CMOS is operating in the 21st Theater Support Command and automates the receipt, cross-docking, manifesting, and shipment of cargo arriving via all modes to all supported destinations. This automated TDC provides visibility and traceability of items being distributed to deployed forces and retrograded to National providers.

Expected Benefit/Impact:

Procures initial and replacement TC-AIMS II hardware to operate an Enterprise implementation and automated information technology (AIT) for Army early deployment Power Project Platforms and Power Support Platforms; supports the procurement of a Regional Access Node (RAN) and the hardware replacement at two RANs in order to keep the TIS Enterprise operational. In addition, FY09 procures training for approximately 25 high priority units at the BCT and Command level and fielding at an undetermined number of locations. Additional AIT equipment for USAREUR will also be procured.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2010 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$3.1 | \$0.1 | \$0.5 | \$0.6 | \$0.2 | \$0.0 |
| Procurement (\$M) | \$29.2 | \$31.9 | \$18.3 | \$17.4 | \$13.8 | \$21.7 |
| Deliveries | | | | | | |
| Inventory | | | | | | |

Truck, Tractor, Line Haul, M915/M916

Description:


This family of vehicles contains the Truck, Tractor Line Haul (M915A3), and Truck, Tractor, Light Equipment Transporter (LET) (M916A3). These two tractors share common components, such as the cab, engine, and transmission. The M915A3 Line Haul Tractor tows the M871 and M872 flatbed semitrailers, M967 and M969 series 5000 gallon tankers, and M1062 7500 gallon tanker. FY08 is the first year for acquisition of the Next Generation Line Haul Vehicle, which will replace/supplement the existing line haul tractors and trucks. These improved tractors and trucks will be more expeditionary ready thru increased safety, range and fuel efficiency, reliability, on-board diagnostics, service intervals, and MANPRINT considerations. These characteristics have the potential to substantially decrease the two-level maintenance tasks, the maximum time to repair, and the quantity of tools required to conduct maintenance.

Expected Benefit/Impact:

The M915A5 and M916A3 fill requirements in Army, National Guard, and Army Reserve units. Without these trucks activating petroleum units are experiencing a severe deficiency in tractor power for fuel supply missions. Current trucks M915A1, A2 and A3s are experiencing mission capable rates below the assigned Army goal and are increasingly difficult and expensive to support due to age, obsolescent technology and severe opstempo. M915 trucks with A5 block improvement ECPs enhance overall fleet readiness. The M916A3 Truck Tractors significantly improve readiness with incorporation of new commercial truck technologies such as Collision Warning System, Lube-Free Drive Shaft, Low-Lube Fifth Wheel, and Electronic Transmission. FY 2009 procures a total of 36 M915A5 Block ECP Improved Vehicles.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|---------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$87.9 | \$14.9 | \$81.4 | \$112.5 | \$78.2 | \$13.1 |
| Deliveries | 330 | 58 | 249 | 474 | 322 | 56 |
| Inventory | 11,036 | 11,094 | 11,343 | 11,817 | 12,139 | 12,195 |

Unit Level Logistics Systems - Aviation (ULLS-A)

Description:


ULLS-A(E) is a computer-based software system operated by flight company crew chiefs and field-level aviation maintenance personnel to track PMCS, on-hand Prescribed Load List (PLL) usage, and The Army Maintenance Management System-Aviation (TAMMS-A) functions. ULLS applications reside in the portfolio of the Army's automated logistics and integrated systems (ALIS). ULLS-A(E) offers a menu-driven, interactive capability that provides on-line inquiry responses and file updates, and can accommodate multiple units requirements on a single computer. ULLS-A is located with the aircraft at flight companies and at Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) units. ULLS-A is part of the Single Army Logistics Enterprise (SALE) architecture.

Expected Benefit/Impact:

ULLS automates organizational-level supply, maintenance, property accountability, readiness and unit status reporting functions in tactical units for the Active Army, the Army National Guard, and the Army Reserve. ULLS-A funding integrates and fields COTS computers to continue legacy hardware replacement and system support, and procures MS licenses. This is a legacy system not a new start.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | | |
| | Acquisition Category: | |
| | Not provided | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2009 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$6.0 | \$0.0 | \$2.8 | \$2.9 | \$10.2 |
| Deliveries | 1,788 | 1,789 | 0 | 0 | | |
| Inventory | 9301 | 11,090 | 11,090 | 11,090 | 11,090 | 11,090 |

Very Small Aperture Terminal (VSAT)

Description:

Remote satellite terminals (Very Small Aperture Terminals [VSAT]) are owned and operated by CSS units. They are part of CSS SATCOM, which uses commercial satellite technology to deliver a satellite-based, global, wide area data network supporting current and future CSS information systems. Key aspects of the CSS SATCOM network include fully IP-based connection to the Non-secure Internet Protocol Router Network (NIPRNET) (Sensitive But Unclassified [SBU] Transport & Encryption); remote satellite terminals (VSAT connects the Army CSS units); four regional teleports providing global coverage; and a single commercial network management center and helpdesk in the Continental United States (CONUS). CSS SATCOM and its VSAT element are critical components of the Army Connect the Logistician Program.

Expected Benefit/Impact:

Procures hardware and support, including VSATs, to integrate CAISI modules enabling the communication of real-time logistics information.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| | |
| <i>Acquisition Category:</i> | |
| Not provided | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$22.7 | \$20.2 | \$6.9 | \$8.2 | \$4.2 | \$3.0 |
| Deliveries | | | | | | |
| Inventory | | | | | | |

Automatic Identification Technology (AIT)

Description:

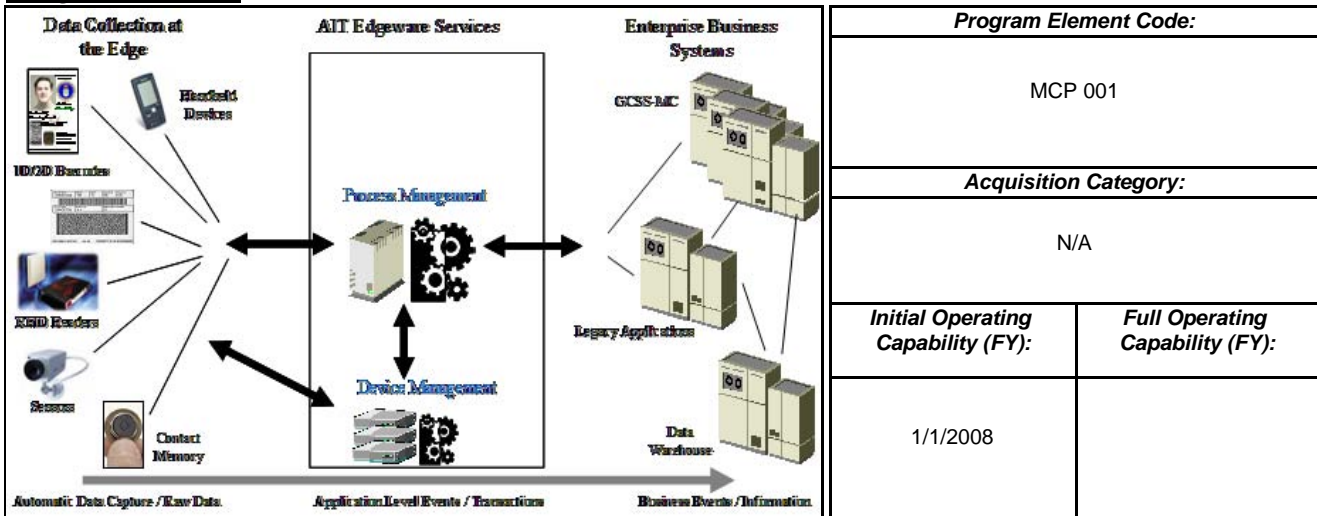
Automatic Identification Technology has been an integral part of logistics for many years, encompassing enablers such as barcodes, LOGMARS, magnetic stripes, Integrated Circuit Chips (ICC), Optical Memory Cards (OMC), Voice Recognition, Contact Memory Buttons, and RFID. Current AIT efforts involve identifying, analyzing, and adopting new, enhanced equipment and technologies to add to the "tool box" of technology available to Operating Forces and Program Managers. AIT will pass through a series of Full Operational Capability, or FOC, events over the next few years due to the range of technologies that are available and required to be implemented to meet the full spectrum of logistics identification requirements within the Marine Corps.

Expected Benefit/Impact:

- Enhance in-transit-visibility of unit move and sustainment moving throughout the supply chain
- Reduce time for receiving, receipting and providing payment processes associated with inbound inventory
- Integrate AIT with existing and future processes, consistent with the logistics operational architecture
- Integrate AIT to future logistics systems (GCSS-MC, etc.)

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$0.1 | \$3.1 | \$2.1 | \$2.3 | \$3.3 | \$2.2 |
| Procurement (\$M) | \$14.4 | \$12.5 | \$14.2 | \$16.9 | \$19.1 | \$19.1 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Autonomic Logistics (AL)

Description:

AL is the Marine Corps concept for overcoming deficiencies in collecting and processing mission critical data associated with ground tactical equipment in austere environments. Current and future warfighting concepts require real-time visibility of ammunition and fuel consumption, operational status of platforms (weapons, vehicles, support systems, etc.) and distribution events. AL is intended to “capture, transmit, and hang” data. It forms the foundation of “sense” in the Marine Corps’ Sense & Respond Logistics (S&RL) Capability.

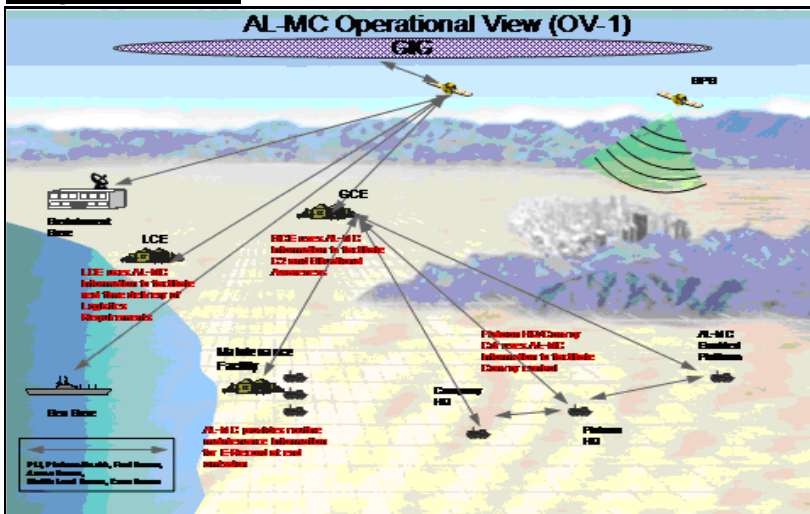
AL is early in its development, on a cycle that will take several years. Its Initial Operational Capability will roughly correspond to the fielding of weapons systems that incorporate AL sensors. This will include current efforts to retrofit the Amphibious Assault Vehicle (AAV), the Light Armored Vehicle (LAV), and the Medium Tactical Vehicle Replacement (MTVR). Additionally, several new weapons systems are being designed with AL in mind, such as the Joint Light Tactical Vehicle (JLTV) and the Marine Personnel Carrier (MPC).

Expected Benefit/Impact:

AL capability will support the Expeditionary Maneuver war fighting functions of Command and Control (C2) and Logistics. AL supports the MAGTF C2 capability by providing Common Operating Picture/Common Tactical Picture (COP/CTP) information to support the commander’s decision making across the range of military operations for all the elements of all the sizes of the MAGTF in a manner that expands the tactical flexibility and operational reach of the MAGTF. AL supports the logistics capability by providing the time relevant readiness status of the operational forces in order to sustain them in a manner that expands the tactical flexibility and operational reach of the MAGTF.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| Program Element Code: | |
|------------------------------------|---------------------------------|
| MCP 002 | |
| Acquisition Category: | |
| ACAT IV | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| 1/1/2008 | 4/1/2015 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|--------|-------|-------|-------|-------|
| RDTE (\$M) | \$2.4 | \$2.6 | \$0.3 | \$0.3 | \$0.3 | \$0.3 |
| Procurement (\$M) | \$3.9 | \$11.1 | \$3.7 | \$3.0 | \$3.1 | \$3.2 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

Global Combat Support System (GCSS) - MC

Description:

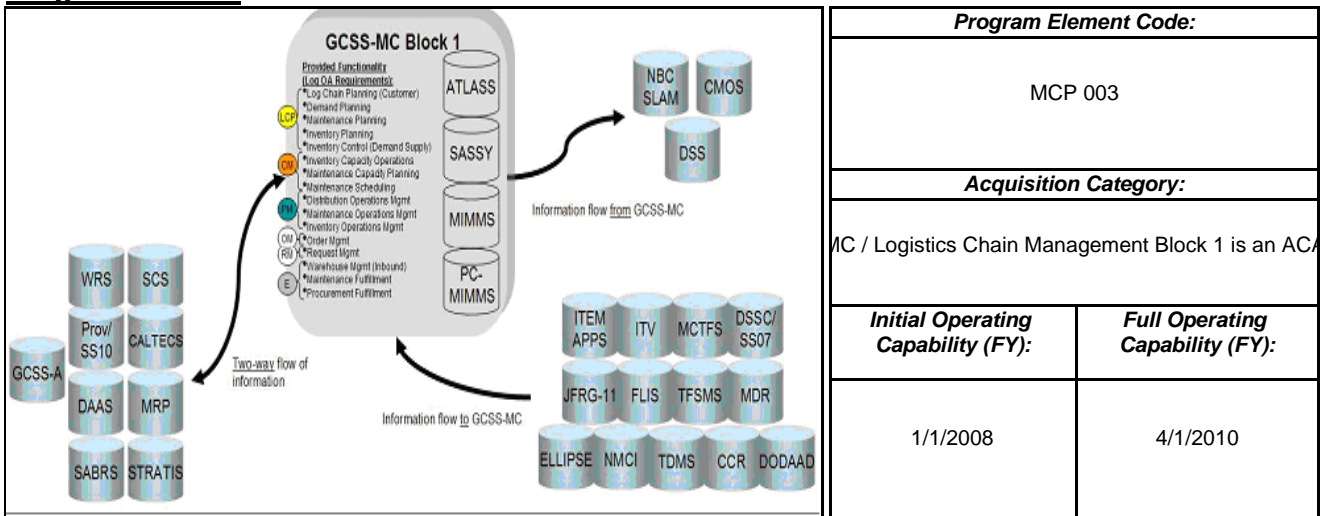
GCSS-MC is the primary technology enabler for the Marine Corps Logistics Modernization strategy. GCSS-MC is a deployable portfolio of systems that enables the improved processes documented by the Marine Corps Logistics Operation Architecture (LOG OA). The LOG OA provides a seamless, end-to-end process for Logistics Chain Management (LCM) based on latest best practices and the Supply Chain Operational Reference (SCOR) model. GCSS-MC will replace 30-year-old stove-piped systems with cutting-edge, integrated, web-based, deployable systems. It will provide the backbone for all logistics information required by the Marine Air Ground Task Force. Block 1 of GCSS-MC will begin to be fielded in 2008, which is critical to moving our logistics modernization efforts forward. However, there are future capabilities envisioned under Global Combat Support System Marine Corps, which will cover areas including distribution and transportation, health services, and engineering, well into the next decade.

Expected Benefit/Impact:

GCSS-MC will replace 30 year old legacy supply and maintenance information technology systems. Additionally, it will enhance capabilities in the areas of warehousing, distribution, logistics planning, decision support, depot maintenance, and integration with emerging technologies to improve asset visibility.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|--------|--------|--------|--------|--------|
| RDTE (\$M) | \$30.2 | \$6.4 | \$4.1 | \$19.4 | \$27.1 | \$14.3 |
| Procurement (\$M) | \$0.2 | \$28.2 | \$13.9 | \$6.5 | \$2.8 | \$2.1 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

C-9 Replacement Program (C-40A)

Description:

This is a replacement program for the aging C-9/DC-9 aircraft. The current program of record is 17 aircraft. The C-40A provides time critical transportation capability for naval wartime and emergent operational requirements, and transportation support during peacetime.

Expected Benefit/Impact:

- Longer range
- Shorter cycle time
- Increased readiness
- Doubled annual capacity for passengers and cargo

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| Program Element Code: | |
|---|--|
| NAP 010 | |
| Acquisition Category: | |
| ACAT-IVM | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| 1/1/2008 | 5/1/2017 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$159.4 | \$0.0 | \$86.1 | \$100.2 | \$94.9 |
| Deliveries | 0 | 0 | 2 | 1 | 1 | 1 |
| Inventory | 9 | 9 | 11 | 12 | 13 | 14 |

Consolidated Automated Support System (CASS)

Description:

CASS is a multifunctional Automatic Test System that provides a common tester for the full range of electronics test needs. CASS replaces over 30 types of legacy ATE and supports 2,500 weapon system components. Last delivery of mainframe CASS was in FY04. RTCASS is a man-transportable configuration and an ECP to mainframe CASS. Boeing was competitively awarded the production contract in FY03.

Expected Benefit/Impact:

The CASS/RTCASS system has the potential to reduce total ownership cost by \$3.7B over the legacy automatic test equipment it replaces.

Primary Logistics Tier 2 Joint Capability Area: Maintain

Program Details:



| Program Element Code: | |
|---|--|
| NAP 001 | |
| Acquisition Category: | |
| ACAT II | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$6.8 | \$9.0 | \$9.1 | \$9.3 | \$7.5 | \$7.6 |
| Procurement (\$M) | \$81.7 | \$81.9 | \$83.4 | \$85.3 | \$105.1 | \$110.9 |
| Deliveries | 20 | 18 | 18 | 18 | 33 | 20 |
| Inventory | 646 | 664 | 682 | 700 | 733 | 753 |

Distance Support

Description:

Distance Support (DS) is a Navy Enterprise effort that combines people, processes and technology into a collaborative infrastructure without regard to geographic location. DS is comprised of the following areas: technology infrastructure, "Content," and Customer Relationship Management (CRM).

- Technology infrastructure provides the "transport" of DS applications and data to and from operating units and shore installations in support of various processes. It also includes the data replication and shipboard IT servers that bring the DS functionality to the Sailor.
- "Content" includes those specific applications, systems and processes produced by various Navy Communities of Interests, e.g., Logistics, Maintenance, Medical and Sea Warrior.
- CRM capabilities include the Global Distance Support Center, which is the hub of DS, providing the single point of entry for support requests for fleet customers on a 24-hours per day, seven day per week, 365-days per year basis (24/7/365).


Expected Benefit/Impact:

NIAPS supports the Navy's Sailors by providing seamless access to a myriad of shared databases, providing afloat access to ship-tailored external data sources on a 24/7/365 basis, engineered for operation within existing bandwidth constraints. NIAPS provided information includes training, maintenance, technical manuals, career mobility and logistical information. The central management of Distance Support relieves the burden of administration from local ship IT personnel, and provides a highly trained workforce to maintain and manage information flow throughout each deployed NIAPS shipboard system.

The Distance Support/Anchor Desk Program was established in August 1999 with the stand-up of the GDSC a 24/7/365 tier 1 help desk through a collaborative agreement between NAVSEA, NAVSUP, SPAWAR and the FLTCINC's. From August of 2000 to present efforts have centered on the establishment of collaborative support infrastructure and common Customer Relations Management (CRM) solution for support request documentation and tracking. This CRM system is designed to include workflow management a shared data and metrics environment for process, product and service improvement for Fleet Support and readiness. The CRM software that was selected by Distance Support is Remedy. Execution of the Navy's Distance Support CRM Strategy creates a Shared Data Environment. A Shared Data Environment implies at least a common business culture. Commands that use same business terminology and share similar expectations and responsibilities are more productive and efficient.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:

| | | |
|---|---|--|
|  | Program Element Code: | |
| | DS1 | |
| | Acquisition Category: | |
| | NON ACAT Program | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$1.1 | \$0.0 | \$0.1 | \$0.1 | \$0.1 | \$0.2 |
| Deliveries | 172 | 53 | 10 | 6 | 10 | 10 |
| Inventory | 200 | 201 | 202 | 203 | 204 | 205 |

Joint High Speed Intra-Theater Surface Lift (JHSV)

Description:


This initiative provides intra-theater logistics transport for supplies and personnel. It includes the ability to transport combat ready units rapidly without reliance on shore-based infrastructure and in austere environments.

Expected Benefit/Impact:

This Joint Mission/Multi Service vessel will utilize the supply chain operation previously established by each service component. During the detail design phase of the acquisition, Performance Based Logistics (PBL) candidates will be evaluated for future Business Case Analysis (BCA) to further determine if performance based support is warranted, and in what form. The benefit will be no disruption of services to either service component within this seamless execution of supply support. The inadvertent impact will be that each service may benefit from exposure to common processes (supply support) or those work flows that have proven successful in the past, but may not have been adopted or available for review. Example, PMS385L has already discovered that a common data set exist between all services that allows the migration of data into any service component data system, irrelevant of the data system being utilized.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | NAP 004 | |
| | Acquisition Category: | |
| | Pre-MDAP. Expected ACAT ID | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2016 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|---------|---------|---------|---------|
| RDTE (\$M) | \$23.0 | \$15.0 | \$12.0 | \$7.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$210.0 | \$345.0 | \$344.0 | \$352.0 | \$358.0 | \$195.0 |
| Deliveries | 0 | 0 | 0 | 1 | 2 | 2 |
| Inventory | 0 | 0 | 0 | 1 | 3 | 5 |

*Note: JHSV funding reflects combined Army and Navy dollars in millions

KC-130J

Description:

This program replaces the aging USMC KC-130F/R/Ts. The current program of record is 79 aircraft. The KC-130J provides aerial refueling, rapid ground refueling, tactical troop transport, aerial delivery of personnel and cargo, airborne radio relay, and tactical aero-medical evacuation. It is a high-wing, long range, land-based monoplane powered by four turboprop engines each equipped with six blade variable pitch propellers. It is deployed worldwide, in all environments, in support of total force expeditionary operations.

Expected Benefit/Impact:

- Improvements:
- Longer Range
 - More time on station
 - Greater air speed
 - Shorter cycle time
 - Increased readiness

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| Program Element Code: | |
|---|--|
| NAP 009 | |
| Acquisition Category: | |
| ACAT II | |
| Initial Operating Capability (FY): | Full Operating Capability (FY): |
| 1/1/2008 | 2/1/2016 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$265.5 | \$161.9 | \$166.1 | \$169.4 | \$180.8 | \$184.6 |
| Deliveries | 4 | 2 | 2 | 2 | 2 | 2 |
| Inventory | 30 | 32 | 34 | 36 | 38 | 40 |

Lewis and Clark Class (T-AKE) Dry Cargo/Ammunition Ship

Description:


The Lewis and Clark Class (T-AKE) Dry Cargo / Ammunition Ship provides logistic lift capability as a shuttle ship from sources of supply for transfer at sea to station ships and other naval warfare forces. It can transport ammunition, food, repair parts, expendable supplies and material, and limited quantities of fuel. It also operates in concert with a T-AO 187 Class Ship (Fleet Oiler) as a substitute station ship to provide direct logistics support to the ships within a battle group.

Expected Benefit/Impact:

The Lewis and Clark Class (T-AKE) Dry Cargo / Ammunition Ship offers improved survivability, endurance, sustained speed, cargo transfer rate, and C4I interoperability. In a "shuttle" ship mission, it replaces the aging single product combat stores (T-AFS) and ammunition (T-AE) shuttle ships. In a "substitute" station ship mission, it allows the retirement of the three product fast combat support ships (AOE 1 Class).

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | NAP 006 | |
| | Acquisition Category: | |
| | ACAT IC | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|---------|---------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$753.3 | \$962.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | 2 | 2 | 2 | 1 | 1 | 1 |
| Inventory | 5 | 7 | 9 | 10 | 11 | 12 |

Maritime Prepositioning Force (Future) (MPF (F)) (Mobile Landing Platforms/Auxiliary Cargo & Ammo Ships (T-AKE)

Description:


The Maritime Prepositioning Force (Future (MPF(F)) squadron will be a key capability of seabasing. It is a component of the overall global prepositioning posture, contributing to the national marine expeditionary strategy. MPF(F) provides a joint capability for the Joint Sea Base.

Expected Benefit/Impact:

This Joint Mission/Multi Service vessel will utilize the supply chain operation previously established (legacy) used by each service component. During the detail design phase of the acquisition, Performance Based Logistics (PBL) candidates will be evaluated for applicability before a BCA is initiated. It should be noted that the customer (MSC) already uses alternate forms of supply support not always traditional to Navy standard processes or work flows. The benefit to this process will be that, no disruption of services to any DOD service will occur, a seamless execution of supply support is expected. During the logistics support analysis (LSA) or logistics support information (LSI) process of the RFP with the ship builder, most of the maintenance and supply data is then converted internally with the customer/end user, to support their current support processes.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|--|---|--|
|  | Program Element Code: | |
| | NAP 005 | |
| | Acquisition Category: | |
| | Pre-MDAP Expected ACAT I | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2022 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|--------|---------|-----------|-----------|-----------|-----------|
| RDTE (\$M) | \$37.7 | \$41.8 | \$24.2 | \$19.1 | \$15.9 | \$15.3 |
| Procurement (\$M) | \$0.0 | \$905.8 | \$2,296.6 | \$1,692.6 | \$2,113.1 | \$1,389.5 |
| Deliveries | 0 | 0 | 0 | 0 | 0 | 0 |
| Inventory | 0 | 0 | 0 | 0 | 0 | 0 |

Naval Tactical Command Support System (NTCSS)

Description:

NTCSS is a tactical command support information system for maintenance management of ships, submarines, aviation squadrons, and intermediate maintenance activities (afloat and ashore); it also provides supply control, requirements processing, parts ordering and tracking, inventory management and financial management. NTCSS is a multi-application program that provides standard information resource management to various afloat and associated shore-based Fleet activities. It incorporates the functionality of SNAP, NALCOMIS, and MRMS.

Expected Benefit/Impact:

NTCSS provides the unit commanding officer and crew with the ability to manage maintenance of the ship/aircraft, parts inventory, finances, automated technical manuals and drawings, personnel information, crew's mess, ship's store, and unit administrative information. NTCSS also provides the intermediate-level maintenance activities with the ability to manage workload and resources involved in repair actions for aviation repairables and ship's repair work packages.

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| NAP 011 | |
| <i>Acquisition Category:</i> | |
| ACAT 1AC | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.1 | \$0.1 | \$6.5 | \$4.4 | \$15.2 | \$28.8 |
| Procurement (\$M) | \$26.4 | \$31.8 | \$37.0 | \$36.3 | \$37.7 | \$38.5 |
| Deliveries | 83* | 96* | 101* | 98* | 98* | 102* |
| Inventory | 652 | 650 | 653 | 659 | 659 | 659 |

*Combination of shipboard upgrades and aviation upgrades.

Navy Enterprise Resource Planning (ERP)

Description:

The Navy Enterprise Resource Planning (ERP) Program is an integrated business management system that modernizes and standardizes how the Navy manages its people, money, programs, equipment, supplies, and maintenance. It provides unprecedented management visibility across the enterprise and increases effectiveness and efficiency. The mission of the Navy ERP Program is to standardize Navy business processes for key acquisition, financial, and logistics operations. The ERP Program is organized into three releases:

- Release 1. Financial and Acquisition functionality
- Release 1.1 Wholesale and Retail Supply functionality
- Release 1.2 I-Level Maintenance functionality.

Navy ERP is intended to be the Navy Enterprise business backbone, providing a single supply chain solution as well as enterprise financial transparency.

Expected Benefit/Impact:

Improved Inventory Management

- Supply chain process improvements
- Asset tracking
- Optimization of distribution and transportation
- Integration of supply chain databases
- Electronic capture of asset configuration information Integrated Information Systems
- Reduce the inefficient use of limited resources to maintain legacy systems
- Enable the implementation of the best business processes and modernization initiatives
- Minimize the budget wedge impact on maintaining required readiness

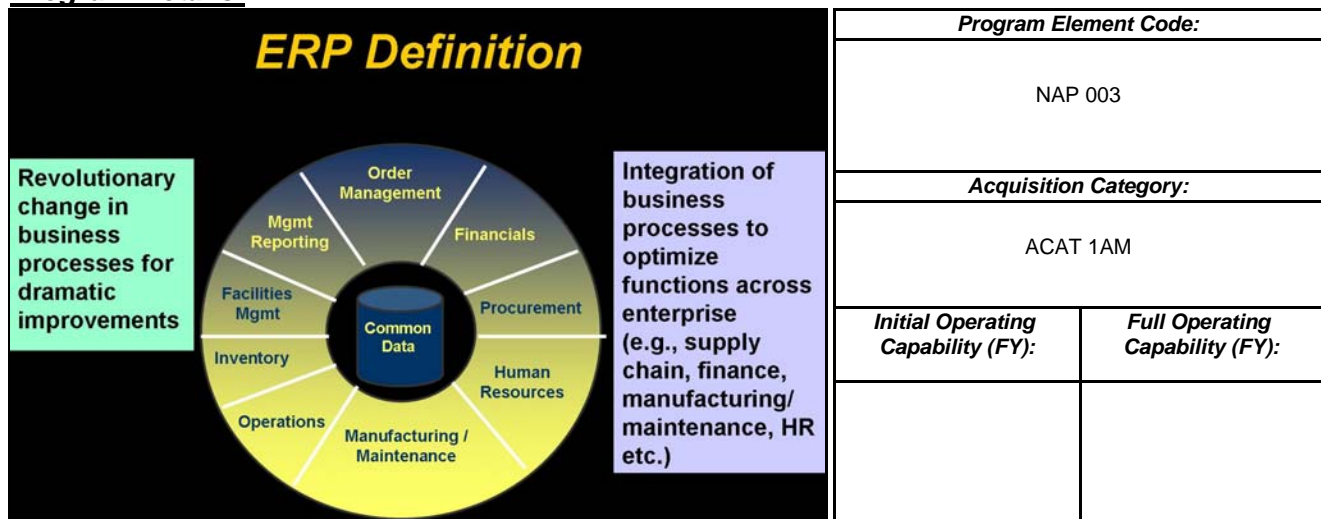
Enhanced Support to the Warfighter

- Better reporting and decision analysis tools
- Decreased cycle time
- Fewer instances where parts are not available
- Reduction in supplier base complexity.

ERP efficiencies provides savings in the areas of Inventory, Labor, and Legacy IT and provides the Navy with an enterprise business backbone and unprecedented enterprise financial visibility

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|----------|----------|----------|----------|----------|----------|
| RDTE (\$M) | \$32.9 | \$32.8 | \$25.4 | \$3.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$15.0 | \$6.6 | \$3.4 | \$4.2 | \$1.6 | \$1.4 |
| Deliveries | See note | See note | See note | See note | See note | See note |
| Inventory | N/A* | N/A* | N/A* | N/A* | N/A* | N/A* |

Inventory Notes: *Web-Based Application (Schedule to Deploy to: NAVAIR - FY08, NAVSUP-FY09, SPAWAR-FY10, NAVSEA- FY11)

Delivery Notes:

FY08: Rel 1.0 (Financial & Acquisition) implementation at NAVAIR & SPAWAR
FY09: Rel 1.0 (Financial & Acquisition) implementation at NAVSUP HQ, NAVICP, FISCs. Rel. 1.1 (Retail & Wholesale Supply) implementation at NAVICP.
FY10: Rel. 1.1 (Retail & Wholesale Supply) implementation at NAVSEA HQ, SUPSHIPS/SUBMEPP, NAVSEALOGCEN, SSP, NSWC, NUWC, FISCs.
FY11: Rel. 1.1 (Retail & Wholesale Supply) implementation at ONR, RMC's. Release 1.2 (I-Level Maintenance) implementation at RMCs
FY12: Release 1.2 (I-Level Maintenance) implementation at AIMDs
FY13: Release 1.2 (I-Level Maintenance) implementation at remaining AIMDs.

Ordnance Information System (OIS)

Description:

The DON OIS is an integrated suite of tools used to manage the conventional ordnance stockpile by providing timely, relevant, and accurate ordnance information and global visibility. It integrates wholesale, retail, and unique ordnance decision support systems to facilitate global ordnance positioning and information sharing across the DON ordnance community. The key objective in development of OIS is using a strategy of building upon the capability of current systems, integrating them incrementally, and creating a single, distributed data structure accessible by many functional applications—a system of systems. As a classified system, OIS provides controlled global access via SIPRNET, and a three-tiered architecture including a distributed database server, web-based application servers, and thin client workstations to provide low, life-cycle cost. A single transaction will result in system-wide updates, and provide end users with timely access to consistent ordnance information. In support of OIS, the hardware architecture provides a primary and secondary redundant site which allows no single point of failure.

Expected Benefit/Impact:

Improved Inventory Management

- Ordnance supply chain process improvements
- Asset tracking
- Optimization of distribution and transportation
- Integration of ordnance systems databases
- Electronic capture of asset configuration information
- Reduces costs, and eliminates the inefficient use of limited resources to maintain legacy systems
- Enables the implementation of the best business processes

Enhanced Support to the Warfighter

- Better reporting and decision analysis tools
- Improved sourcing for critical ordnance items
- Fewer instances where ordnance items are not available

Primary Logistics Tier 2 Joint Capability Area: Supply

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| OIS1 | |
| <i>Acquisition Category:</i> | |
| N/A | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| | |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.9 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$2.8 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | See note | See note | See note | See note | See note | See note |
| Inventory | 4 | N/A | N/A | N/A | N/A | N/A |

Inventory Notes:

Two (2) systems located in Mechanicsburg, PA and Two (2) systems located in Ogden, UT

Delivery Notes:

FY08: Continuation of system deployment and system upgrades and sustainment

FY09: Continuation of system upgrades and sustainment

FY10: Final system deployment and continuation of system deployment and system upgrades and sustainment

FY11: Continuation of system upgrades and sustainment

FY12: Continuation of system upgrades and sustainment
FY13: Continuation of system upgrades and sustainment

Agile Transportation for the 21st Century (AT21)

Description:


The AT21 Vision is to reengineer business processes with supporting information technology to improve transportation planning; improve forecast accuracy; and increase on-time delivery of forces to the JFC at a lower cost to the Services. AT21 will provide global visibility of movement requirements and organic assets, provide visibility of the current state of transportation within the DoD distribution enterprise, provide decision-ready solutions through optimization and scheduling, and enable a new capability to perform management by exception through the automation of manual business processes. AT21 will provide the supported Combatant Commanders with modal alternatives to meet such deployment requirements as required by delivery date in theater. Assignment to sealift of collaboratively selected, sealift-qualified movement requirements will automatically increase availability of scarce airlift assets for assignment to true mission critical requirements. AT21 is intended to improve the responsiveness of military planning and to assist senior military leadership in making more effective and efficient decisions for transportation while understanding the impact on end-to-end distribution issues.

Expected Benefit/Impact:

- Faster generation and quicker implementation of transportation plans
- Increased action officer efficiency and productivity due to exception processing, and more time for detailed analysis of requirements and plans and other tasks
- Ability for action officers in different locations to share information more effectively, generating better transportation plans because requirements are better understood and easier agreement regarding plan changes
- Improved responsiveness of military planning by helping senior leadership to arrive at faster decision-making regarding transportation issues
- Decision support tools to help manage the DTS in peacetime, crisis, and war
- Reduce distribution costs to COCOMs and Services
- Improve customer service
- Improve automation and add advanced technologies to improve deployment and distribution planning processes
- Provide warfighters the ability to share operational data that describes lift requirements between USTRANSCOM and its customers.
- Provide warfighters the ability to share allocation of lift with operational forces via "living" schedule that can survive dynamic re-tasking
- Provide ability to present transportation plan(s) as a common operational picture from that provides flow statistics and data for closure analysis, identifies potential bottlenecks, and re-plans contingencies
- Automate planning process to accelerate movement requirements definition
- Improve planning process through early collaboration and team decision-making
- Eliminate or significantly reduce selection of non-supportable courses of action
- Maintain visibility of deploying people and cargo from origin to destination
- Integrate reception, staging, onward movement and integration (RSOI) phase of the operation with strategic deployment
- Effective mode determination (deferring air cargo to sea) to yield cost avoidance and savings
- Enables transition to best commercial practices and technologies to the DTS
- Enables distributed real-time visualization and interaction transportation partners
- Allow efficient/effective real-time execution and control of deployment, re-deployment, and sustainment forces and cargo movement

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:

| | | |
|---|---|--|
|  | Program Element Code: | |
| | TCP 001 | |
| | Acquisition Category: | |
| | ACAT III | |
| | Initial Operating Capability (FY): | Full Operating Capability (FY): |
| | 1/1/2008 | 1/1/2012 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$3.3 | \$4.6 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$7.4 | \$7.5 | \$8.6 | \$7.9 | \$8.6 | \$9.4 |
| Deliveries | * | * | * | * | * | * |
| Inventory | * | * | * | * | * | * |

*Deliveries and inventories not provided

Joint Task Force - Port Opening (JTF-PO) Aerial Port of Debarkation (APOD) and Seaport of Debarkation (SPOD)

Description:

The Commander, United States Transportation Command (CDR USTRANSCOM), requires the capability to rapidly establish initial theater APODs or a SPOD to support deployment and distribution operations. The joint and expeditionary nature of this requirement demands a joint force structure, comprised of elements from multiple Services to support rapid port opening. The JTF-PO operational concept builds upon that premise, emphasizing the JTF-PO significance to expeditionary operations and its support to the CDR/Joint Force Commander (JFC).

Expected Benefit/Impact:

CDR USTRANSCOM can quickly deploy a fully resourced JTF-PO to support a CDR / JFC through a simple request process and be in place in advance of a flow of forces, sustainment or humanitarian / relief supplies.

JTF-PO team is jointly trained and equipped as an immediately effective force to enhance POD throughput, coordinate / synchronize POD operations and provide initial cargo handling and movement operations to a forward node as a means to facilitate distribution and JRSOI.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| TCP 002 | |
| <i>Acquisition Category:</i> | |
| Not provided | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | 11/1/2009 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------|-------|-------|-------|-------|-------|
| RDTE (\$M) | \$0.0 | \$3.3 | \$4.6 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$7.4 | \$7.5 | \$8.6 | \$7.9 | \$8.6 | \$9.4 |
| Deliveries | * | * | * | * | * | * |
| Inventory | * | * | * | * | * | * |

*Deliveries and inventories not provided

Joint Task Force - Port Opening (JTF-PO) Aerial Port of Debarkation (APOD) and Seaport of Debarkation (SPOD)

Description:

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Expected Benefit/Impact:

CDR USTRANSCOM can quickly deploy a fully resourced JTF-PO to support a CDR / JFC through a simple request process and be in place in advance of a flow of forces, sustainment or humanitarian / relief supplies.

JTF-PO team is jointly trained and equipped as an immediately effective force to enhance POD throughput, coordinate / synchronize POD operations and provide initial cargo handling and movement operations to a forward node as a means to facilitate distribution and JRSOI.

Primary Logistics Tier 2 Joint Capability Area: Deployment & Distribution

Program Details:



| <i>Program Element Code:</i> | |
|--|---|
| TCP 002 | |
| <i>Acquisition Category:</i> | |
| Not provided | |
| <i>Initial Operating Capability (FY):</i> | <i>Full Operating Capability (FY):</i> |
| 1/1/2008 | 11/1/2009 |

Resources (\$ in millions):

| | FY08 | FY09 | FY10 | FY11 | FY12 | FY13 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| RDTE (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Procurement (\$M) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Deliveries | N/A | N/A | N/A | N/A | N/A | N/A |
| Inventory | N/A | N/A | N/A | N/A | N/A | N/A |



For information contact

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